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Hongkong Daily Press.

ESTABLISHED 1857


Registered as a Newspaper at the General Post Office in the United Kingdom.

RT. RANED
(Managing Director)

NOTICE

We have removed to
GLOUCESTER BUILDING
(South Arcade)
N. LAZARUS
Ophthalmic Optician.

No. 22784. 號肆拾捌佰柒仟貳萬式第 日壹廿月陸年未辛 HONG KONG, TUESDAY, AUGUST 4, 1931. 式拜禮 日肆月捌年壹卅佰玖仟壹英 Price Single Copy, 10 cts. Per Month, \$3.



KUPPER BEER

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SPECIAL SALOON FARES.

WEEK DAYS.—Single: \$3.00 Return: \$5.00.
SUNDAYS and EXCURSIONS.—Single: \$1.50; Return: \$3.00.

EXCURSION TO MACAO:—

ON SUNDAY, THE 9TH AUGUST, 1931
S.S. "SUI TAI"

Will depart from the Company's Wing Lok Street Wharf at 9 A.M., and from Macao at 4.00 P.M.

NOTE.—All Steamboat Company's Steamers are fitted with Wireless.

DIARY OF LOCAL EVENTS.

To-day.
(August 4.)

Declaration of War, 1914.
Rotary Club Tiffin, Lane, Crawford's Restaurant, 1 p.m.
P.W.D. Auction Sale of Crown Land, 3 p.m.
Mid-Levels Residents' Association, Meeting, 5.30 p.m.
Sanitary Board Meeting, 4.10 p.m.
Queen's Theatre: "Dance Fools Dance."
World Theatre: "Yik Jan Mao" (Chinese film).
Star Theatre: "Lone Star Ranger."
Central Theatre: "Ex-Flame."
King's Theatre: "Disbonored."
Majestic Theatre: "Feet First."
Prince's Theatre: "Trader Horn."
Dinner Dances at Hong Kong and Peninsula Hotels.
European Mail:—Outward: Europe via Marseilles (Andre Lebon), 2.30 p.m.; Europe via Siberia (Asama Maru), 5 p.m.
Tides:—High at 1.30 and 12.10; Low at 6.05 and 4.56.

Wednesday.
(August 5.)

Water Polo:—First Division: Victoria Recreation Club v. South Wales Borderers, V.R.C., 9 p.m.
Tennis:—"C" Division: A.T.C. v. H.K.U.T.C.; Mixed Doubles: United Services Recreation Club v. Club de Recreio.
Queen's Theatre: "Dance Fools Dance."
World Theatre: "Yik Jan Mao" (Chinese film).
Star Theatre: "Caught Short."
Central Theatre: "Not Exactly Gentlemen."
King's Theatre: "Disbonored."
Prince's Theatre: "Frader Horn."
Majestic Theatre: "Feet First."
Tea Dance at King's Restaurant; Dinner Dances at Peninsula Hotel and Repulse Bay Hotel.
European Mail:—Outward: Europe via Suez (Antenor), 10.30 a.m.; Europe via Siberia (Terukuni Maru), 6 p.m.
Tides:—High at 1.50 and 12.30; Low at 7.02 and 7.15.

Thursday.
(August 6.)

Lammert's Auction of Marble Statues, etc., 16, Queen's Road Central, 2.30 p.m.
Queen's Theatre: "Grent Meadow."
World Theatre: "Yik Jan Mao" (Chinese film).
Star Theatre: "Big Time."
King's Theatre: "Scandal Sheet."
Central Theatre: "Not Exactly Gentlemen."
Prince's Theatre: "Let's Go Places."
Dinner Dances at Hong Kong and Peninsula Hotels.
European Mail:—Inward: Europe via Suez (Soudan).
Tides:—High at 2.10 and 1.13; Low at 8.20 and 7.25.

"YOUR NAME AND BUSINESS, SIR!"

DIGNITY OF BRITISH GOVERNMENT OFFICES.

HOW WHITEHALL RECEIVES ITS VISITORS.

Tradition in our older Government Offices, I say older because it is impossible to keep track with the new, dies slowly and the shadow it casts lies deepest at the base, writes Mr. A. R. MacDonell in the London Morning Post. Any casual visitor may observe this by studying the bearing and demeanour of the messengers and servants, and each Office differs. To be a messenger in any of the older Departments of State is a mark of great trust and integrity. The tradition of his Department to a messenger is a matter of distinction and honour. The Treasury is the oldest building, and all within the building is in keeping. The walls and foundations of the old "Bear Pit" still exist, the Chancellor of the Exchequer when in office, sits over the "Bear Pit." The maze of dark corridors, odd corners and dead ends bewilder even the initiated. High officials sit in what were once the cellars. Gothic and Tudor archways, which have long ceased to serve a purpose, are to be found in many unexpected places.

Office Keepers.

You may, perhaps be met by a messenger who was born in Dublin Castle. He will tell you that the official you wish to see is in; he will then instruct a subordinate to find out if it is convenient for you to be received. If you are so minded the man from Dublin will then regale you with stories of what once was at Dublin Castle; he will tell you how he used to take Miss Gibson, who shot at Mussolini, to school when she was a little girl. He is most respectful, but has a rural friendliness about him. Should you cross Downing Street to the Foreign Office, familiarly termed the F.O., you immediately feel that you have "come up to Town." If you are of sufficient importance you will be met by Mr. Wright, the Head Office Keeper (at the F.O. Messengers are Office Keepers). Mr. Wright was Lord Salisbury's valet, and it is from

Mr. Wright that the staff takes its cue and demeanour. Most of these minor F.O. officials have been gentlemen's servants, not from Dublin and Edinburgh Castles, but from Berkeley Square and Carlton House Terrace. A great difference. From them you glean no stories of what once was. There is no waiting at the F.O.; your name is taken and you are announced. When you are ushered into the room of a Foreign Office official you can gauge his rank by studying his carpet; only Under Secretaries and Heads of Departments ever get a new carpet.

The India Office.

If you are sufficiently important and want to visit the India Office, you will be conducted through the communicating door; if not important you will cross the quadrangle. The atmosphere in the India Office is cool and well ordered, as befits Indian officialdom. The building is always cool on the hottest day, thanks to the enclosed Durbar Hall in the centre. The messenger will be cool and correct. The official you visit is a person used to listen and then have his short commands obeyed. He probably suffers much silent humiliation to-day.

It is useless to gauge his rank by his carpet, you must look at his coat of arms. If it is of copper he is of high rank, if of black Japan he is of lower grade. So far during your tour you will have felt that, whatever you are, you have been taken for and treated like a gentleman. On entering the Home Office, however, the messenger will probably ignore you until he has finished some small job he may have in hand. He will then look you slowly up and down; when he is sure you are sufficiently self-conscious he will subject you to a species of third degree concerning yourself and the object of your visit. There will be much waiting in the corridor and generally speak-

(Continued on Page 3.)

THE HONGKONG
PENINSULA HOTEL,
HONG KONG HOTEL,
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Guides and Trips arranged for and Special Care Taken of TOURISTS.
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YOU ARE INVITED TO INSPECT OUR STOCK OF
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Courtesy, Comfort, Service
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TWO SCHEMES
(1) The CHILDREN'S EARLY PROVIDENT SCHEME. Combines the very latest and best features of Assurance and Investment for the benefit of your Child.
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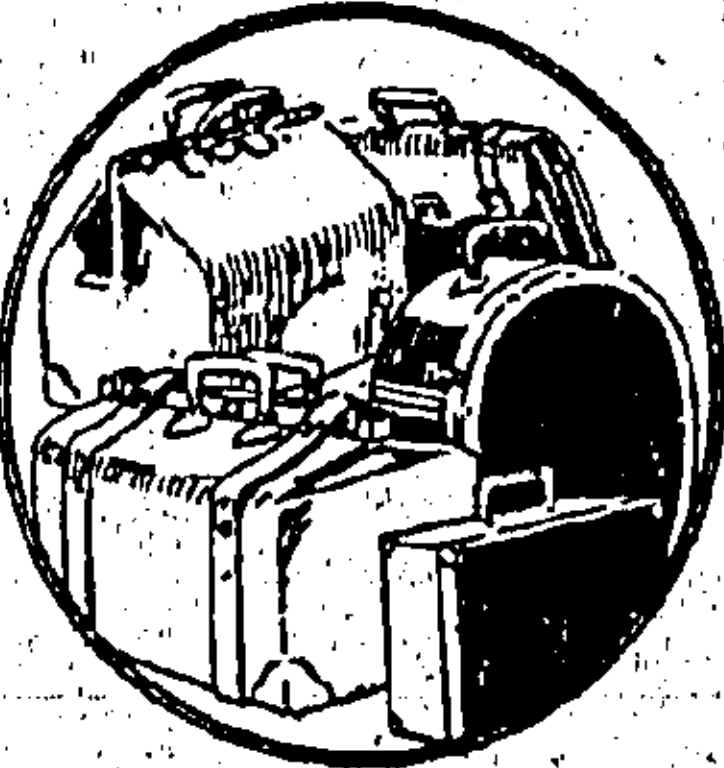
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LANE CRAWFORDS**
will do all the catering for your picnic parties!

TIFFINS,
TEAS
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Dainty, novel and appetising.

DON'T FORGET
that if you prefer to arrange the actual catering yourself, you can hire Chairs and Tables, Crockery, Table Silver, Cutlery, and Glass Ware from LANE CRAWFORDS, RESTAURANT.

SPARKS FROM THE PLUGS

SOME NOVELTIES IN MODERN MOTORS.

OLD METHODS IN NEW GUISE.

SUCCESS OF AN ITALIAN EXPERIMENT.

Motor practice swings in a circle, so that the investigator of novelties finds frequently old methods in a new guise, writes Mr. Thornton Rutter the London *Morning Post* motoring correspondent. To-day we see more battery and coil ignition on various makes of cars than the magneto. True, these are high tension in place of the old low tension system, but the principle is the same—electricity for sparking plugs provided by the battery—as in the original sparking plug feeder of 30 years ago.

Last week I tested the new 20-h.p. six-cylinder Sunbeam saloon, rated for tax purposes at 23.8 h.p. This new car has an excellent and high-class motor, developing a road speed of over 80 miles an hour if desired. I actually travelled at that pace for a few miles, and the steering was as comfortable and as steady as at 20 miles an hour.

The novelty, however, in this new model is the system of fitting steel liners in the cast-iron cylinders in order to get the highest possible efficiency from the aluminium alloy pistons.

Here, again, the "wheel" has turned round, and the system of cylinder liners has been revived from the practice applied to agricultural motors twenty years ago, and brought up-to-date. Cast-iron liners were the original idea. Then aeroplane engines developed steel liners, and now the Sunbeam Company have applied this system to their latest, "Twenty."

The result is a much improved engine. Rapid acceleration and high speeds are attained in a few seconds. No doubt the seven bearings of the crankshaft help to provide an engine entirely free from periodic vibrations, giving extremely silent, smooth-running at all engine speeds, but the increased power developed can be credited to the new steel liners.

Small Renewal Cost.

Moreover, these are easily renewed should by chance a cylinder wear unequally. Also such a renewal would cost only a very small sum and is an economical method of maintenance.

Comfort to a high degree is provided for the passengers in the new 20-h.p. Sunbeam saloon, costing £275. It travels particularly easily, without jolt or jar to the occupants at all speeds, high or low, without any swaying or rolling when rounding corners, I can thoroughly recommend it as a high-class carriage.

A great effort is now proceeding to persuade motor manufacturers to standardise a wireless set as part and parcel of the car's equipment. In England so far, only the cars belonging to New Scotland Yard's special squad are fitted with receiving wireless outfits.

Under the auspices of the Royal Italian Automobile Club, the Turin Automobile Club organised, a few weeks ago, a unique motor race in which the participants were guided by directions broadcast from the Rome wireless station. The race ended with the arrival in Rome of some 600 cars from all parts of Italy. Some of the competitors came from France, Germany and Yugoslavia. All the cars were

equipped with radio sets which had to be self-contained as no outside sources of energy were permitted. Speed was not the object of this competition as that was limited to 22 to 28 miles an hour average, according to the size of the motor.

As we may have a similar competition one day in England, it may be of interest to note how the Italians organised this cross-country event guided by wireless messages.

The entrants from the various Italian cities and elsewhere were divided into two groups, A and B. At a given hour in the early morning direction instructions were broadcast to the various groups, A group of one city being directed to a point different from that ordered for B group.

Further instructions were shortly afterwards sent out by radio so that competitor "numero 99" for example would be ordered to a different point from that originally instructed, and similar counter-orders were broadcast to other individual competitors. Instructions ordering certain cars to stop for a given interval were also sent out by wireless.

In order to vary the fun of driving by directional wireless, gramophone records were played and broadcast, and the competitors were expected to take a note of the number of the recording discs, the name of the piece played, the artist of artists and the opera from which the music was taken.

Advice to Competitors.

Messages were also broadcast and these had to be taken down verbatim.

Detailed maps of each section of Italy, with mileages from town to town, were furnished to each competitor, so that they were aware of the exact distance to be covered after receiving direction instructions on their radio sets, and were also able to calculate the exact time when their destination should be reached at their scheduled competition speed.

Entries from those towns far distant from the capital were given two days to reach Rome, while those in the vicinity of that city completed their reliability test run in one day as their allotted time.

That as many as 600 cars could take part in this reliability run as a test of car, radio set, and driving ability, will possibly surprise British motorists. I think that this directional wireless touring is an excellent idea to amuse the passengers in a car, as usually it is the driver who gets all the fun out of competitions. In this case the passengers also played an important rôle in taking the messages and recording them on the official sheets to be handed in at the end of the competition.

Tyres play a very important part in all touring and other forms of motoring. To-day the low prices ruling for rubber and other commodities have enabled the British Goodyear Company to announce new and exceptionally moderate prices for their well-known range of Pathfinder covers. These are believed to represent the "lowest cost" at which tyres of this quality have ever been available to motorists. Summer holiday runs on these covers should lessen motoring expenses.

THE LIGHTER SIDE.

The following "humour" has been taken from the *Wheel*, Studebaker's "free" wheeling magazine:—

"The Early Bird."

John was never an early bird at the office. One morning his boss exclaimed: "Late again. Have you ever done anything on time?" "Yes, sir," was the meek but prompt reply. "I purchased a car."—*Motorland.*

"Thanking."

"Where's the car, Dad?" asked the son of an absent-minded professor.

"Why, dear me, I really don't know," he said, scratching his head in an effort to recall the past. "Did I take it out?"

"You certainly did. You drove it downtown this morning."

"Well, now, that is quite remarkable," said the professor. "I remember now that after I got out I turned round to thank the gentleman who had given me the lift and wondered where he had gone!"—*Detroit Motor News.*

"Rumble Seat."

"Is Harry good company?" "Good company! Say, that boy can make you forget you're in a rumble seat!"

"Assembling."

The tourist rushed into the country store. "I wanna quart of oil, some gas, a couple of spark plugs, a timer, a five-gallon kerosene can, and four pie tins."

"All right," replied the enterprising clerk, "and you can assemble 'er in the back room if you want to."

"Damning."

Lady (at busy corner): Isn't it wonderful how a single policeman can dam the flow of traffic?

Her escort: Yes, but you should hear some of the motorists that are held up.—*Boston Transcript.*

"Free Air."

"Is there any truth in the report that Angus MacTavish bought the corner filling station?"

"Well, I don't know for sure, but the 'free air' sign has been taken down."

"SEEING ROUND CORNERS."

A DEVICE TO SIMPLIFY ADJUSTMENTS TO INACCESSIBLE PARTS.

Every motorist who works at all on his own car has at some time experienced difficulty with an inaccessible nut or other part that cannot be seen directly, owing to its position. Especially does this apply to the contact points on some machines fitted with magnet ignition. A common procedure in such circumstances is to employ a small mirror. In the direction of simplifying operations of this kind, the Mirrorlite really meets a demand of long-standing. It consists of a small mirror, held in a light frame which incorporates a flash lamp battery, a bulb and a neat switch.

When the bulb is switched on light is provided to illuminate the inaccessible component, whatever it may be, so that it can be clearly seen in the mirror. Thus is the work facilitated. There are other uses to which this device—which costs the modest sum of 3s. complete, and is made by Martinez, Frias and Watson, Ltd., 2-3, Golden Square, W.1.—may be put; for instance, it can be used as an inspection lamp, and offers advantages to feminine passengers in facilitating those finishing touches to the complexion at night. The Mirrorlite possesses the merits of extreme simplicity; replacement batteries cost 6d. each, and can be obtained wherever electrical supplies are available.

MODERN DRIVERS' FAULTS.

SELFISH AND OVER-CONFIDENT MOTORISTS.

During a recent train journey, writes Chiltern in the *News Chronicle*, my companion, a British traffic expert, was rather severe on slow-moving car drivers, and said a number of traffic chiefs were with him in desiring a minimum speed limit as a means to relieve traffic congestion.

He was also rather severe in his remarks about modern drivers, and showed that he belonged to the school which thinks the standard of driving nowadays bad.

He predicted a time when trunk roads in Britain would all have a white line or other dividing device keeping each line of traffic separate from the other, with a section set apart for vehicles driven at less than 30 m.p.h.

I believe he is right in regard to arterial roads being divided into one-way paths for traffic.

Nor do I agree with him that the standard of driving is bad nowadays, though had he said that much of the present-day driving was so thoughtlessly relaxed as to be dangerous, I would have agreed with him.

Thoughtlessness, over-confidence, and selfishness in driving I believe to be responsible for a considerable part of the road trouble of to-day.

Like Mild Hooligans.

Week-ends and holiday times are the periods when these three faults are mostly displayed. Then, one sees cultured men and women, com-

pletely forgetting their training, behaving like mild hooligans at the wheels of cars.

To take a few of the varieties of thoughtlessness and selfishness so often encountered nowadays.

There is the man who drives well away from the left-hand side on a main road, at 25-30 miles an hour. It is his idea of safety. He may be right, but by doing this he is selfishly making a road that should hold four lines of traffic a two-line, or perhaps a three-line, highway.

He forces others who want to get on to wait, and the hasty to take the risk of overtaking him on the left-hand side or to go over to the wrong side of the road in passing.

If this does not happen through his selfishness, something equally bad does. Cars behind him take up station on his tail until 20 or more are held up, for no one without the acceleration of a racing car dare risk overtaking a line of five or six cars bunched to tail.

Some may say that the motorists who hung on to the man's tail were thoughtless also, because they ought to leave a space of two car lengths between the car in front of them so that they could overtake the easier when conditions allowed.

Intrusion.

But if they did, some hasty driver would come along and, in an attempt to overtake, would fill the space, possibly to save himself from a crash with an oncoming car, the speed of which he had misjudged.

Another example of selfish rudeness is experienced in every traffic hold-up every week-end on roads to popular seaside places.

The traffic, for some reason or other—a narrow bridge or an obstruction on the road—forces all decent motorists to move in a jam at slow speed when some bright

youth rushes up on the wrong side of the road and then, realising the difficulty, bounces into the line, forcing one car to brake harshly and, with the driver unable to give any signal, three or four cars behind become involved in a minor crash.

Another curious act of thoughtlessness most prevalent now is that of driving on the wrong side of the road at corners whether there are white lines or not.

A Poor Excuse.

If tackled with this dangerous rudeness he would probably say he was avoiding the reverse camber, but the modern car will take reverse cambers safely at higher speeds than the average man travels.

Under the Road Traffic Act, ignoring a white line can bring about a prosecution for dangerous driving, and the police of many counties will probably this summer give a court lesson to many such offenders.

Then there are the cross-roads. Question any motorist and he will readily reply that accidents should be avoided at all costs, but, judging from observations at cross-roads and road junctions at Whitsun, it would seem that not all motorists hold that view.

What is the singular psychological change that sets in when a man takes over the wheel of a car?

Talk to him away from his car, and he will say that a crossing or road junction of any kind must be taken at a speed at which another motorist doing a reckless thing could be avoided.

But how many do approach these crossings and junctions with their minds concentrated on the possibility of meeting the unexpected?

With the holiday season beginning, the highway is no place for thoughtlessness or selfishness.

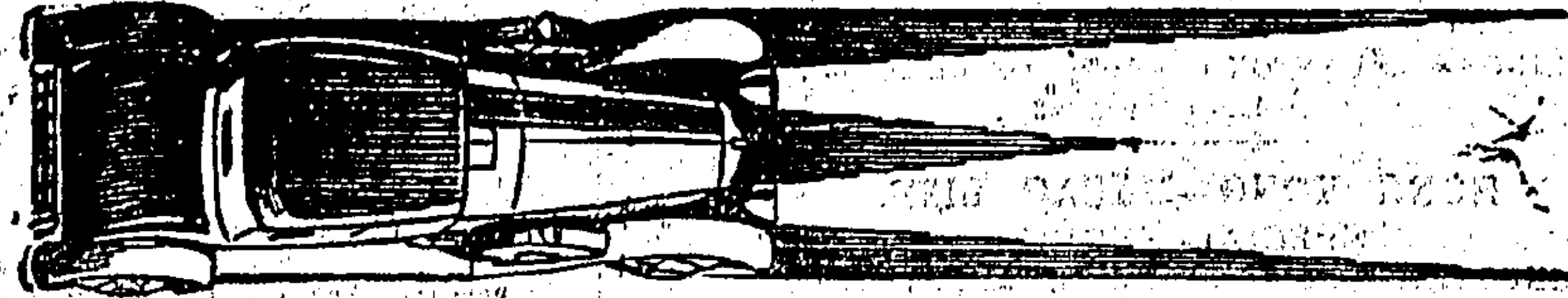
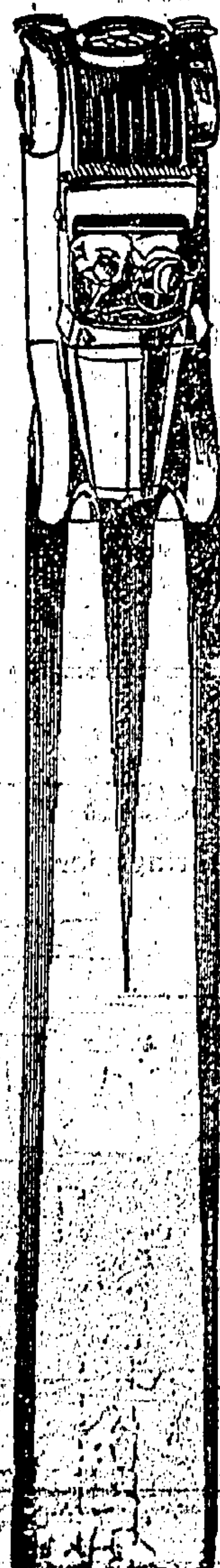
EXCELLENT MODERN FUELS.

FINEST PETROL IN THE WORLD.

The British motorist, who is taxed more heavily than are the motorists of any other country, can at any rate congratulate himself upon a distinction of a more pleasing character, namely, that he is supplied with the world's best motor fuels. The various branded petrols now available throughout Great Britain have achieved a degree of excellence and consistency which reflect great credit upon those who organize their preparation, blending and distribution.

Everyone will agree that the petrol companies have been highly successful in fulfilling these difficult requirements so that modern British engines which, as a class, develop more power per litre than those made in other countries, can nevertheless run efficiently and without detonation upon "petrol from the pump." Neither have other desirable features been neglected such as cleanliness and the volatility needed for easy starting.

For this reason it is false economy to purchase other than reputed branded fuels. Cheap spirit may be kerosene—adulterated to the extent of 10 to 20 per cent. dilution. It is fortunate for the consumer that the reputable oil concerns may be relied upon to supply branded fuels which are scientifically blended to meet engine requirements in every respect, and to guarantee that their fuels do not contain admixtures of kerosene.



NOW COMING MODEL 522c!

A fast car, a brilliant hill climber and with its marked acceleration capable of keeping up high average speed. Separate Hydraulic brakes for front and rear wheels. The four speed gear box is fitted with a silent "Third", thus eliminating one of the most annoying noises. Further a special engagement system for the third and fourth speed renders more simple the passage from one to the other of these two speeds.

In town, owing to the silent running, the third gear may be kept almost continually engaged thus affording a lightning acceleration.

On the open road the silent third speed which is easily engaged in the high engine speed affords the most pleasant possibility of driving on hills, on curves and when overtaking.

FIAT 522c

522c Saloon 5 Seater de luxe —\$4,800.

" " " " " " —\$5,300.

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The novelty, however, in this new model is the system of fitting steel liners in the cast-iron cylinders in order to get the highest possible efficiency from the aluminium alloy pistons.

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Detailed maps of each section of Italy, with mileages from town to town, were furnished to each competitor, so that they were aware of the exact distance to be covered after receiving direction instructions on their radio sets, and were also able to calculate the exact time when their destination should be reached at their scheduled competition speed.

Entries from those towns far distant from the capital were given two days to reach Rome, while those in the vicinity of that city completed their reliability test run in one day as their allotted time.

That as many as 600 cars could take part in this reliability run as a test of car, radio set, and driving ability, will possibly surprise British motorists. I think that this directional wireless touring is an excellent idea to amuse the passengers in a car, as usually it is the driver who gets all the fun out of competitions. In this case the passengers also played an important rôle in taking the messages and recording them on the official sheets to be handed in at the end of the competition.

Tyres play a very important part in all touring and other forms of motoring. To-day the low prices ruling for rubber and other commodities have enabled the British Goodyear Company to announce new and exceptionally moderate prices for their well-known range of Pathfinder covers. These are believed to represent the lowest cost at which tyres of this quality have ever been available to motorists. Summer holiday runs on these covers should lessen motoring expenses.

THE LIGHTER SIDE.

The following "humour" has been taken from the *Wheel*, Studebaker's "free" wheeling magazine:—

"The Early Bird."

John was never an early bird at the office. One morning his boss exclaimed: "Late again. Have you ever done anything on time?" "Yes, sir," was the meek but prompt reply. "I purchased a car."—*Motorland.*

"Thanking."

"Where's the car, Dad?" asked the "son of an absent-minded professor."

"Why, dear me, I really don't know," he said, scratching his head in an effort to recall the past. "Did I take it out?"

"You certainly did. You drove it downtown this morning."

"Well, now, that is quite remarkable," said the professor. "I remember now that after I got out I turned round to thank the gentleman who had given me the lift and wondered where he had gone!"—*Detroit Motor News.*

"Rumble Seat."

"Is Harry good company?" "Good company! Say, that boy can make you forget you're in a rumble seat!"

"Assembling."

The tourist rushed into the country store. "I wanna quart of oil, some gas, a couple of spark plugs, a timer, a five-gallon kerosene can, and four pie tins."

"All right," replied the enterprising clerk, "and you can assemble 'em in the back room if you want to."

"Damning."

Lady (at busy corner): Isn't it wonderful how a single policeman can dam the flow of traffic?

Her escort: Yes, but you should hear some of the motorists that are held up.—*Boston Transcript.*

"Free Air."

"Is there any truth in the report that Angus MacTavish bought the corner filling station?"

"Well, I don't know for sure, but the 'free air' sign has been taken down."

"SEEING ROUND CORNERS."

A DEVICE TO SIMPLIFY ADJUSTMENTS TO INACCESSIBLE PARTS.

Every motorist who works at all on his own car has at some time experienced difficulty with a inaccessible nut or other part that cannot be seen directly, owing to its position. Especially does this apply to the contact points on some machines fitted with magneto ignition. A common procedure in such circumstances is to employ a small mirror. In the direction of simplifying operations of this kind, the Mirrorlite really meets a demand of long-standing. It consists of a small mirror, held in a light frame which incorporates a flashlight battery, a bulb and a neat switch.

When the bulb is switched on light is provided to illuminate the inaccessible component, whatever it may be, so that it can be clearly seen in the mirror. Thus is the work facilitated. There are other uses to which this device—which costs the modest sum of 3s. complete, and is made by Martine, Frias and Watson, Ltd., 2-3, Golden Square, W.1.—may be put; for instance, it can be used as an inspection lamp, and offers advantages to feminine passengers in facilitating those finishing touches to the complexion at night. The Mirrorlite possesses the merits of extreme simplicity; replacement batteries cost 6d. each, and can be obtained wherever electrical supplies are available.

MODERN DRIVERS' FAULTS.

SELFISH AND OVER-CONFIDENT MOTORISTS.

During a recent train journey, writes Chiltern in the *News Chronicle*, my companion, a British traffic expert, was rather severe on slow-moving car drivers, and said a number of traffic chiefs were with him in desiring a minimum speed limit as a means to relieve traffic congestion.

He was also rather severe in his remarks about modern drivers, and showed that he belonged to the school which thinks the standard of driving nowadays bad.

He predicted a time when trunk roads in Britain would all have a white line or other dividing device keeping each line of traffic separate from the other, with a section set apart for vehicles driven at less than 30 m.p.h.

I believe he is right in regard to arterial roads being divided into one-way paths for traffic.

Nor do I agree with him that the standard of driving is bad nowadays, though had he said that much of the present-day driving was so thoughtlessly relaxed as to be dangerous, I would have agreed with him.

Thoughtlessness, over-confidence, and selfishness in driving I believe to be responsible for a considerable part of the road trouble of to-day.

Like Mild Hooligans.

Week-ends and holiday times are the periods when these three faults are mostly displayed. Then, one sees cultured men and women, com-

pletely forgetting their training; behaving like mild hooligans at the wheels of cars.

To take a few of the varieties of thoughtlessness and selfishness so often encountered nowadays.

There is the man who drives well away from the left-hand side on a main road at 25-30 miles an hour. It is his idea of safety. He may be right, but by doing this he is selfishly making a road that should hold four lines of traffic a two-line, or perhaps a three-line, highway.

He forces others who want to get on to wait and the hasty to take the risk of overtaking him on the left-hand side or to go over to the wrong side of the road in passing.

If this does not happen through his selfishness, something equally bad does. Cars behind him take up station on his tail until 20 or more are held up, for no one without the acceleration of a racing car dare risk overtaking a line of five or six cars bunched so tight.

Some may say that the motorists who hang on to the man's tail were thoughtless also, because they ought to leave a space of two car lengths between the car in front of them so that they could overtake the easier when conditions allowed.

Invasion.

But if they did, some hasty driver would come along and, in an attempt to overtake, would fill the space, possibly to save himself from a crash with an oncoming car, the speed of which he had misjudged.

Another example of selfishness is experienced in every traffic hold-up every week-end on roads to popular seaside places.

The traffic, for some reason or other—a narrow bridge or an obstruction on the road—forces all decent motorists to move in a jam at slow speed when some bright

youth rushes up on the wrong side of the road and then, realising the difficulty, pines into the line, forcing one car to brake harshly and, with the driver unable to give any signal, three or four cars behind become involved in a minor crash.

Another curious act of thoughtlessness most prevalent now is that of driving on the wrong side of the road at corners whether there are white lines or not.

A Poor Excuse.

If tackled with this dangerous rudeness he would probably say he was avoiding the reverse camber, but the modern car will take reverse cambers safely at higher speeds than the average man travels.

Under the Road Traffic Act, ignoring a white line can bring about a prosecution for dangerous driving, and the police of many counties will probably this summer give a court lesson to many such offenders.

Then there are the cross-roads. Question any motorist and he will readily reply that accidents should be avoided at all costs, but, judging from observations at cross-roads and road junctions at Whitsun, it would seem that not all motorists hold that view.

What is the singular psychological change that sets in when a man takes over the wheel of a car?

Talk to him away from his car, and he will say that a crossing or road junction of any kind must be taken at a speed at which another motorist doing a reckless thing could be avoided.

But how many do approach these crossings and junctions with their minds concentrated on the possibility of meeting the unexpected?

With the holiday season beginning, the highway is no place for thoughtlessness or selfishness.

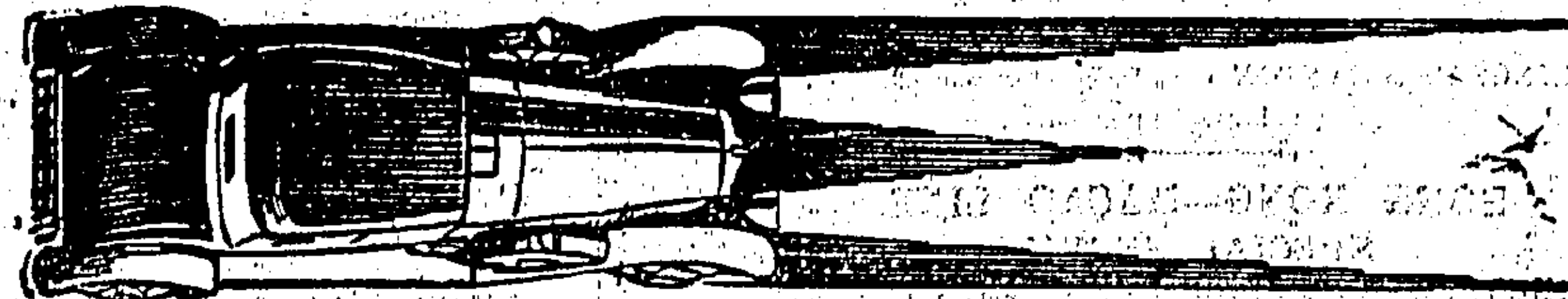
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The British motorist who is taxed more heavily than are the motorists of any other country, can at any rate congratulate himself upon a distinction of a more pleasing character, namely, that he is supplied with the world's best motor fuels. The various branded petrols now available throughout Great Britain have achieved a degree of excellence and consistency which reflect great credit upon those who organize their preparation, blending and distribution.

Everyone will agree that the petrol companies have been highly successful in fulfilling these difficult requirements so that modern British engines which, as a class, develop more power per litre than those made in other countries, can nevertheless run efficiently and without detonation upon "petrol from the pump." Neither have other desirable features been neglected such as cleanliness and the volatility needed for easy starting.

For this reason it is false economy to purchase other than reputed branded fuels. Cheap spirit may be kerosene—adulterated to the extent of 10 to 20 per cent. dilution. It is fortunate for the consumer that the reputable oil concerns may be relied upon to supply branded fuels which are scientifically blended to meet engine requirements in every respect, and to guarantee that their fuels do not contain admixtures of kerosene.



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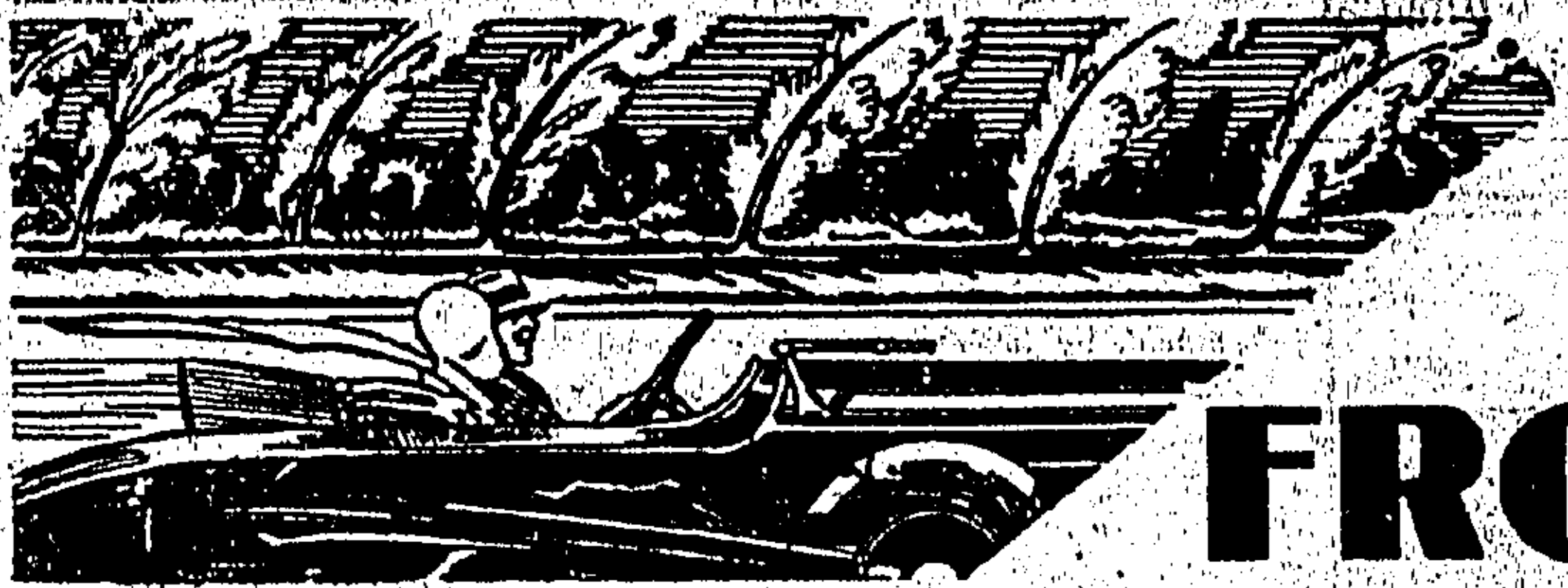
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SPARKS

FROM THE PLUGS



News from Everywhere

One of the most important points raised by the new Traffic Act in England is that concerning a driver whose licence is out of date, and whose compulsory third-party insurance is thereby invalidated. In a recent case at Kingston police court, the A.A. solicitors on behalf of a motorist who was charged with running his vehicle uninsured produced a letter from the insurance brokers to the effect that had an accident occurred they would not have taken advantage of the fact that the licence had expired. The Bench, in consequence, dismissed the summons.

Other unfortunate motorists have been punished for the nominal offence of omitting to renew their driving licence by the heavy punishment of its suspension for twelve months. This is an anomalous position and the A.A. has submitted the case to an eminent K.C. for his opinion.

Incidentally, the new regulations are dealt with in a simple manner in a booklet which the A.A. has recently issued and which every motorist would do well to possess.

In these days of aluminium pistons one frequently hears of rapid wear, not only of the pistons themselves but of the cylinder walls. In all probability, the high piston speeds now fashionable, even more than the material of which the pistons are made, account for this trouble. Particularly where the pistons are new and a moderately close fit, a very important period of their life is the first thousand miles, and during this critical time a good deal can be done to ease their work by the use of one or other of the special upper-cylinder lubricants now available.

The annual exhibition of the drawings and examples of handicraft entered for the competitions arranged jointly by the Worshipful Company of Coachmakers and Coach Harness Makers of London, the Society of Motor Manufacturers and Traders, Ltd., and the Institute of British Carriage and Automobile Manufacturers, was held from May 25th to 28th inclusive, in the Eryie Hall, at the Polytechnic, 309, Regent Street, W.I.

These competitions are held in order to stimulate improvement in design of the bodywork of private cars and public service vehicles. Oxford University recently honoured its leading citizen in the industrial world, Sir William Morris, when he received the honorary degree of D.C.L. The Public Orator, Dr. A. B. Poynton, presenting Sir William, said that his most striking act of generosity was to St. Thomas' Hospital, but uppermost in the minds of those at Oxford was his donation on his accession to the chairmanship of the Radcliffe Infirmary. The purchase from the Radcliffe Trustees of the ground adjoining the observatory, and the erection there of a maternity home were the crown of many great gifts which the city had received at the hands of her own son, whose inestimable simplicity and practicality of mind and speech, commanded themselves to his fellow-citizens. The University delighted to honour him. Motorists in general and Morris car owners in particular, as well as his contemporaries in industry, will be equally pleased to know that the University of Oxford has honoured him.

(Continued on next Column.)

NEW TYPE OF MOTOR CAR BODY.

FIREPROOF AND IMMUNE AGAINST CHANGES OF TEMPERATURE.

London.—After months of experiments by leading motor-car manufacturers and motor-omnibus concerns in a new type of motor-car body made of asbestos, the first car to be equipped with the new body has made its appearance in London, having satisfactorily passed its experimental tests.

The asbestos body, designed by Mr. F. M. Charles, who has an international reputation for motor-car designing, was fitted to a standard Riley six-cylinder saloon. This actual body has been formed in a mould costing about £30. The normal metal car body is made from sets of dies, and these cost thousands of pounds.

A new set of dies takes, on an average, from six to nine months to make, while the body of the new car took only a week. The importance of this can be readily understood, as at little cost and in a very short space of time a motor car body of any desired shape can be made.

Other Uses.

Apart from manufacturing advantages, other claims for the use of this new asbestos material (the asbestos is reinforced with other materials to give it flexibility) are: The coachwork is fireproof, asbestos being a non-conductor of heat; the temperature in the motor-car remains even—cool in the summer and reasonably warm in the winter; owing to the flexibility of the material drumming is eliminated; the surface for the paint (made from calico) is ideal for a glossy finish; and in the event of an accident should any part of the body become damaged, it can be patched almost as quickly as a punctured tyre.

A blow from a hammer failed to smash one of the asbestos panels and made no impression whatever on the paintwork.

A Ford car recently completed a 10,000 mile non-stop endurance run under the auspices of Ford dealers on the Rio-Grande Valley. The car showed a gasoline consumption of 22.2 miles per gallon of gasoline and averaged 888 miles to the quart of oil.

The question of the speed limit for motor omnibuses arose several times during applications before the Traffic Commissioners for the South-Eastern area.

Mr. Rowand Harker, K.C., the Chairman, after applications in connection with the Derby traffic had been granted, said to an applicant: "You will remember to instruct your drivers that there is a speed limit which has been fixed by Act of Parliament. Many people seem to forget that."

Granting another application to run coaches between London and Portsmouth, Mr. Harker remarked: "You might be interested to read that sub-section of the Act which deals in a rather emphatic way with the speed limit."

In another case relating to coaches to be run between Kingston and Eastbourne, Mr. Harker said to the applicant: "The name of your firm appears in the list of those operators in respect of whom we have had complaints, especially on this Eastbourne road."

"The Commissioners would like to suggest to you and to other operators that they should give their drivers special instructions that there is a speed limit. The Commissioners have had officials making observations on the road."

BRITISH CARS LAST FOR 7.3-4 YEARS.

AND THERE IS ONE VEHICLE TO EVERY 29 PEOPLE.

The average life of a motor-car in Great Britain is seven and three-quarter years, and Britain has more cars than any other country in the world, except America, according to a report issued by the Society of Motor Manufacturers and Traders.

Britain still pays the highest taxes in the world—£27 a vehicle a year, against £8 in America.

Production of vehicles in 1930 was 61 per cent. higher than in 1924, and employment in the trade was 8.9 per cent. higher than in 1924.

The report says that there has been a favourable balance in overseas trade of all motor products since 1925, and that the British Empire owns 11.3 per cent. of all the vehicles of the world.

One Car to 29 People.

One person in 29.8 owns a motor vehicle in Britain, and one person in 4.6 in America.

The proportion of street accidents attributable to motor-cars and taxicabs has decreased by 1.6 per cent.

There were in Great Britain last year 1,481,911 motor vehicles, excluding motor cycles, against 1,322,397 in France, 688,633 in Germany, 1,179,817 in Canada, and 26,749,184 in the United States.

The direct taxes paid in Great Britain were £25,525,739 and the fuel tax £16,908,000, a bigger average than in any other country.

The society say that the average private car in use in Great Britain is 13.4 h.p., in France, Italy, and Germany it exceeds 18 h.p., and in other countries it exceeds 20 h.p.

SHELSLEY WALSH HILL CLIMB.

FAMOUS MOTORISTS TO COMPETE.

A road on a private estate near Worcester will be the scene of an international contest in which several famous racing motorists, champions of their respective countries, will compete. Shelsley Walsh hill climb, promoted annually by the Midland Automobile Club, is one of the oldest events of its kind, writes a Home Motoring Correspondent.

Last year, for the first time, it was included in the five events which counted for the European hill-climbing championship. The winner, in record time, was the Austrian, Hans von Stuck.

Raymond Mays, the holder of the record for several years, had an accident on the way to the course, and could not compete. This year he will attempt to regain the honour with his Villiers Special car.

Von Stuck is not coming, but the foreign entry is more formidable than ever. It includes Rudolf Caracciola, the German champion, with his Mercedes, L. Hartman of Hungary, and probably Louis Chiron, the winner of the last French Grand Prix.

The race may also prove the first appearance of a Spanish sports car, the Nacional-Pescara, which has long been talked about but never yet seen outside its factory. Its sponsor, the Marquis de Pescara, has provisionally entered a team.

For Britain, in addition to Raymond Mays, there will be Earl Howe, who has entered and will drive three different cars; B. Davenport, a famous hill-climber, with his Spider car; R. T. Horton, and many other well-known drivers.

ARE WOMEN MECHANICAL?

THE RISING GENERATION WILL BE.

Are women mechanical? It is rather rash of a mere man to discuss the question, because whatever conclusion is arrived at there are sure to be some pronounced feminists who will take the opposite views writes Mr. A. G. Douglas Cleave, B.Sc. in the *Autocar*.

I do not think there is much doubt, however, that in general women are much less mechanically minded than men. There are, of course, individuals of both sexes who are most unmechanical, but the average man can generally be relied upon, for example, to knock in a nail without hitting his thumb, to know which way a screw should be turned to drive it home or withdraw it, and to use other like simple tools in a more or less handy manner and for the purposes for which they are intended.

The average woman, however, will probably damage her hand if she attempts to drive in a nail, while she is quite likely to select the back of a hair brush, or some equally unsuitable object, to take the place of a hammer. Again, very few women know which way to turn a screw, and I have known an excellent wood chisel to be ruined owing to its selection for use as a screwdriver.

This is not necessarily woman's own fault. Probably I shall be told that woman has seldom found it necessary to deal with nails or screws, and that usually there has been a male relative available to perform any such necessary little tasks. This may be perfectly true, but I think the fact remains that modern woman is unmechanically minded. There are, of course, some brilliant exceptions. There is a small number of women engineers, and quite a number of flying women have gained more than a rudimentary knowledge of their machines. Further, one does encounter from time to time women motorists who are not only good drivers, but have quite a good working knowledge of the mechanism of a car.

A Question of Time.

It does not appear, therefore, impossible for women to become mechanically minded. Indeed, I think the rising generation will be distinctly mechanical, and in support of the assertion I can give one instance which very much impressed me. For two years now it has been my lot to deliver a lecture to schools and engineering societies on "How the Petrol Engine Works," in connection with this paper and its sister journal *The Motor Cycle*. In all, 120 lectures have been given. I hasten to add not all by myself—and at a few of them girls, as well as boys, have been present, while one lecture was at a girls' high school, where the science mistress happened to be a very keen motor cyclist. The lecture is illustrated by four actual sectioned engines, two of which are motor cycle units, a J.A.P. four-stroke and a Villiers two-stroke, the other two being an Austin Seven and a Riley Nine. At the conclusion of the lecture questions are answered, and it has been remarkable that the questions put by the girls have been every bit as searching as those asked by the boys. The girls have also been just as ready to grasp the principles of operation of the four-stroke and two-stroke cycles, and to understand the mechanism of cylinders and pistons, connecting rods and crankshaft, valves and so on.

It might, perhaps, be explained that this lecture was prepared in response to the numerous requests received by the editors of the two journals for members of the staffs to give lectures on automobile subjects, and the lecture has been given at schools of widely different types, from secondary schools in pier districts to public schools whose names are household words.

Possibly the public school boy is a little keener on things mechanical than the average boy attending a council school, but the reason is probably to be found in the fact that he has had an opportunity to acquire a first-hand knowledge of a rudimentary kind by actually motoring with his parents during the holidays. When question time arrives, however, it is at once evident that, like Judge O'Grady and the Colonel's lady, there is a good deal of similarity between boys of all classes.

Letters of Appreciation.

It has been very gratifying to receive many letters of warm appreciation from educational authorities, and the following extracts are selected at random:—

"My best thanks for giving this school the opportunity of having the lecture and demonstration on 'How the Petrol Engine Works.' It proved most instructive, interesting and valuable."

"I would like to thank you very much for such an interesting and instructive lecture. It was thoroughly enjoyed by all. Furthermore, such a lecture must have a very definite educational value."

"In conclusion, may I congratulate you on the simplicity of the lecture, which renders it possible for the most veritable tyro to understand the I.C. engine."

"May I thank you once more for the very lucid lecture which you gave, and also the proprietors of *The Autocar* and *The Motor Cycle* for sending this engines, which added so much to the value of the lecture."

upstairs. It would be useless to look businesslike or to pretend that you knew the way. They would spot you as an alien, and then lead you out before you had time to explain your business.

"YOUR NAME AND BUSINESS, SIR!"

(Continued from Page 1.)

ing you will be glad to take your hat off to the Oenotaph again on leaving the building.

Easy Going!

The Colonial and Dominion Office is a go-as-you-please sort of place. When the messenger has finally made up his mind who is the official handling that part of our far-flung Empire about which you wish to inquire, you will find that official to be quite the wrong person to answer your inquiry. The Colonial Office has no particular tradition; it, however, shares a distinction with the Foreign Office, and is often referred to by its initials. Nobody ever refers to the Home Office in the familiar terms of H.O. or the Treasury as T.

If you visit the Admiralty or the War Office you leave the civilian atmosphere. Yet, curiously enough, the War Office employs a friendly policeman on the door. In him, however, the military machine is evident. He will not let you move an inch beyond the threshold until you have filled in and signed a yellow paper; neither will he let you leave the building until you have returned him his yellow paper.

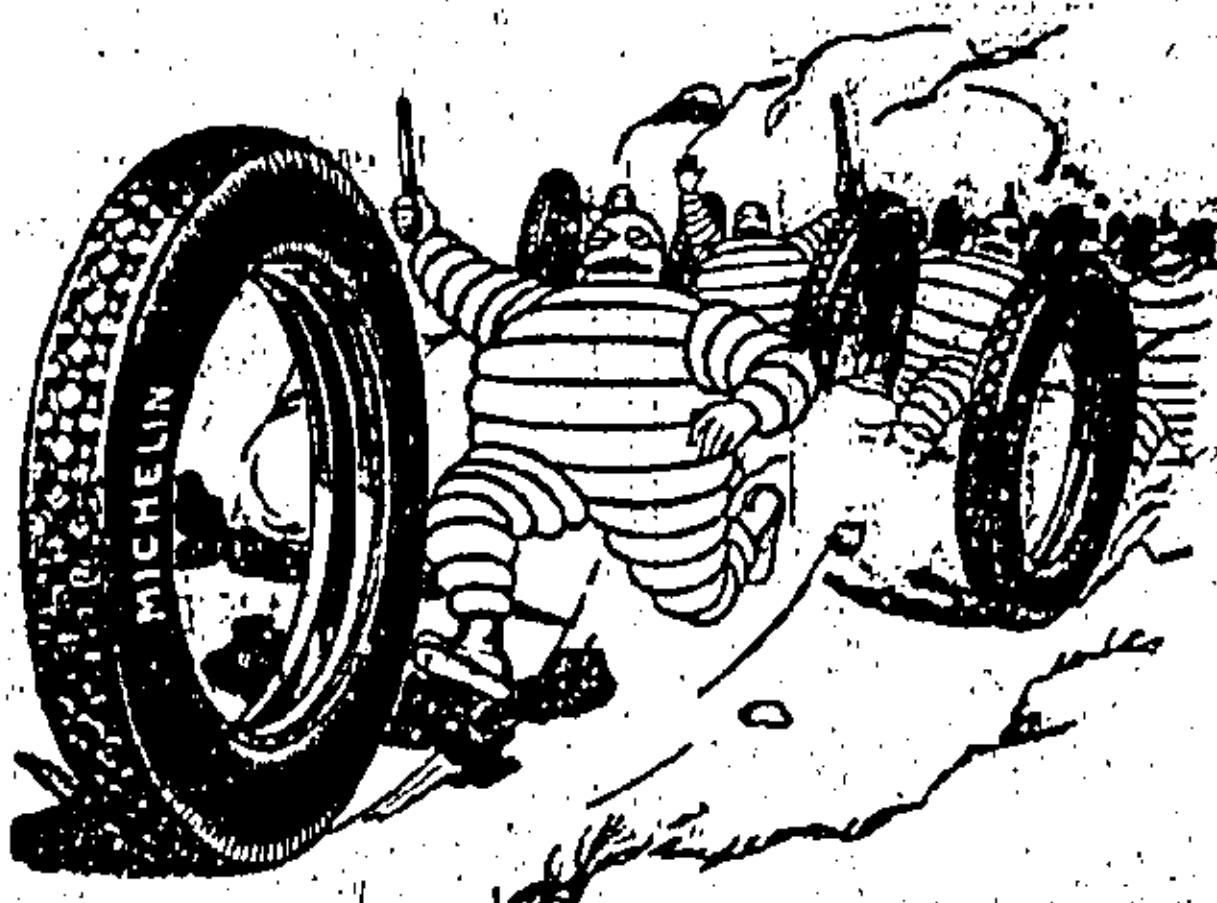
Admiralty and War Office.

Many is the time I have retraced my steps to retrieve that paper, for it must be examined by the floor messenger and taken in to the official you are visiting, who invariably forgets to return it to you. In the War Office, as in the India Office, an official, on leaving his room, places the door wide open. It is supposed that any patrolling messenger may then see that no unauthorised person is looking at papers. One would imagine, however, that any unauthorised person would have the cunning to close the door on entering.

In the Admiralty everything is epic and span, and one is far nearer the quarter deck than one is near G.H.Q. at the War Office. The Admiralty messengers are old sailors; they never seem to forget a face or a name. Their cheerfulness lends a breezy yet warm atmosphere to the highly polished corridors.

But be careful that you go in by the correct entrance for the public, and that you are not caught wandering among the narrow corridors (Continued on previous Column.)

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Furniture



WANTED TO BUY—FURNITURE of Any Kind. Ladies and Gentlemen's CLOTHES. Second-hand or New. Single or Large Lots. Communicate by Writing to J. NOBORN, 86, NATHAN ROAD, KOWLOON. 1935.



FOOTWEAR.

A Comprehensive Range of High Grade Ladies' and Gentlemen's FOOTWEAR Made to Order. Promenade Shoes in all Suitable Leathers. Dress Shoes in Silver and Gold Finest. Brocade Satins, etc.—For Prompt Service Phone 26293, THE ORIENTAL Co., No. 17, WELLINGTON STREET.

K

Kodaks
Materials &
Finishing



WANTED.

WANTED TO BUY—Second-hand CAMERA—to take 2 x 4 Pictures. Not a Brownie. Must be in Good Condition. Please write, stating Price and Particulars to Box 34, c/o Hong Kong Daily Press. 1934.

A. TACK & CO.

The most up-to-date
Photo Supply House
in the Colony
Developing, Printing
and Enlarging
Satisfactorily done.

26, DES VOGES ROAD, CENT.
TEL. 20945.

"Mr. X" on
SALESMANSHIP.



"There is probably no form of printed Salesmanship accomplishes so much—at low cost—as classified want advertisements. People like to read them and they believe in them. Try one the next time you have something to sell!"

P

PETS



DO you want a DOG? If so, Apply to the DOGS HOME, Kowloon, Any Day between 2.30 and 4.30 P.M. or by Special Appointment. Telephone: 56182. Home, 56822. Inspector. There are at present several Crossed Terriers and a Brown Chow (Male) who are in need of Good Homes.

POSITIONS VACANT

WANTED Experience MANTUURIST—Apply stating Qualifications, etc. to LOUIS, French Hairdresser, Kine's THEATRE BUILDING, Phone: 27411. 1930.

Printing

PRINTING—Menu Cards, Dance Programmes, Invitation Cards, Bridge Scores.—Write Box 657, c/o Hong Kong Daily Press. 1937.

R

RADIOS



INTERESTED in WIRELESS? Then Look Out for Some Interesting News in the Hong Kong Daily Press on THURSDAY.

T

Tailors



ESTABLISHED 1898.
Tak Cheong

Gentlemen's Tailors, Outfitters and Dealers in all kinds of Fancy Goods

50, QUEEN'S ROAD CENTRAL.
PHONE: 21317

TAILORS

(Continued)

HAVE YOU ORDERED
YOUR WHITES?

PERFECT FIT GUARANTEED,
PRICES REASONABLE.

WING HING CO.
TAILORS.

64, QUEEN'S ROAD.—PHONE 21417.

TUITION GIVEN.

PRIVATE LESSONS on BURMESE. Students prepared for Elementary, Lower and Higher Standard Examinations.—Write Box No. 37, c/o Hong Kong Daily Press. 1937.

PRE-PAID ADVERTISEMENTS.

The following classes of advertisements are charged at the price given below—
SITUATIONS VACANT. HOUSES AND APARTMENTS TO BE LET
HOUSES AND APARTMENTS WANTED. MISCELLANEOUS WANTS.

When so required replies to box numbers will be posted to advertiser daily. Extra stamps for postage should be remitted.

All advertisements must be authenticated by the name and address of the sender

Announcements not exceeding 25 Words are inserted under this heading at a Pre-paid

Rate of One Dollar for THREE INSERTIONS. If Charges collected, \$1.50.

THIS FORM MAY BE USED.

Please insert.....times. Enclosed.....in payment.

Signature..... Address.....

Address—The ADVERTISEMENT MANAGER, "Hongkong Daily Press,"
11, Ice House Street, or P.O. Box 1.

"IT IS FUN TO DIE."

EXTRAORDINARY LETTER OF
GIRL SUICIDE.

An extraordinary letter left by a young woman who committed suicide by gas poisoning in a room at Brynston-street, Marylebone, W., was read at an inquest at Paddington, W., on Miss Elinor Milton, aged 20, a clerk.

It stated: "It is fun to die; it is fun to think that within a few hours there will not be any necessity to eat, sleep, laugh, or even talk. Why does anyone live when it is possible to die? I really do not know."

"If all the unnecessary persons in this world killed themselves, then it should leave only the efficient. How ghastly. I have not lost my sense of humour. What I am doing now is one of the finest things I have ever done."

"It would be more fun if I could have a really grand suicide in a bath, or a joint suicide in the arms of a lover, but the only suicide open to me is by gas in a London lodging-house, which is ludicrous as well as pathetic."

"I should like to die very rich. I should like a novel will full of conditions, leaving all my money to strange persons. On the other hand, if I were rich I might not wish to die. Poverty is so distressing and also rather degrading. 'If I were rich I would get someone to kill me painlessly.'"

Recording a verdict of suicide while of unsound mind, the Coroner (Mr. Ingleby Oddie) said that the girl's extraordinary letter left no doubt that she was of an ill-balanced mind and not in full possession of her faculties.

LAMBERT AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by

PUBLIC AUCTION

ON

THURSDAY, AUG. 6,

COMMENCING AT 2.30 P.M.

At No. 16, QUEEN'S ROAD, TAIPING BUILDING.

A FINE COLLECTION OF MARBLE STATUES

Comprising—

Castellina Marble Statues, Busts, Animals, Vases, Lamps and Pedestals.

CATALOGUES will be issued.

On View From WEDNESDAY, the 5th August, 1931.

TERMS—CASH ON DELIVERY.

LAMBERT BROS., AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by

PUBLIC AUCTION

ON

FRIDAY, AUGUST 7, 1931,

COMMENCING AT 2.30 P.M.

At THEIR SALES ROOM, DUNDRELL STREET.

A LARGE QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,

Comprising—

Teak Hatstand, Chesterfield Couches and Armchairs, Cottage Piano (by C. SEYMOUR, BERLIN), Gramophones, Records, Glass Cabinets, Electric Table Fan, Oil Paintings, Pictures, Roll and Flat Top Desks, Brass Ornaments, Curios, Clocks, Inverted Lamps, etc., etc.

Teak Extension Dining Tables, Dining Chairs, Sideboards with and without Mirror, Dinner Waggon, Ice Chests, Dinner Service, Glass Ware, etc., etc.

Teak Dressing Tables, Washstands, Wardrobes with Bevelled Mirrors, Teak and Iron Bedsteads, Wash Basins, Commodes, Mosquito Nets, Box Couch, Chests of Drawers, etc., etc.

Also

A QUANTITY OF BLACKWOOD FURNITURE

Including—

Tea Poy, Joss Tables, Curio Cabinets, Jardinieres, Chairs, Overmantels, etc., etc.

and

One "MILNERS" SAFE. Two IRON SAFES

On View from THURSDAY, the 6th August, 1931.

CATALOGUES will be issued.

TERMS—CASH ON DELIVERY.

LAMBERT BROS., AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by

PUBLIC AUCTION,

ON

TUESDAY, AUGUST 4,

COMMENCING AT 11 A.M.

At THEIR SALES ROOM, 4, DUNDRELL STREET.

A QUANTITY OF HOUSEHOLD FURNITURE AND MISCELLANEOUS GOODS.

TERMS—CASH ON DELIVERY.

LAMBERT BROS., AUCTIONEERS.

SCOTLAND
COMING
KING'S
YARD

CENTRAL
THEATRESHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20 p.m.

EX-FLAME

The new all talking picture sensation and modernized version of "East Lynne" starring Neil Hamilton, Marian Nixon and big cast. A Liberty Production.

COMING ATTRACTION

Hard Riding
HeroesNOT EXACTLY
GENTLEMENbut lovable are
Victor McLaglen
and pals**Low Cody**
Eddie Gribbon
and **Fay Wray**in this stirring Fox Movietone of the
novel, "Over the Border"

"People Who Matter"

PEOPLE WHO
MATTER, to the
advertiser are the
people who can
afford to buy his
goods. Most of
these people buy
and read the

Hong Kong Daily Press.

PRINCE'S THEATRE

TO-DAY AND TO-MORROW
"TRADER HORN"

A Metro-Goldwyn-Mayer production,

with

HARRY CAREY and Rawina BoothThis epic presents the
Greatest Thrillsof all
Thrilling Thrills.And is the greatest of human adventures in
civilization's last savage frontier.

Daily Performances:

2.30
5.15 Saturday & Sunday only
7.15
9.15

NEXT CHANGE

"Let's Go Places"

THE SILVER SCREEN.

QUEEN'S THEATRE.

"DANCE FOOLS, DANCE."

Joan Crawford's fans sent such a bombardment of mail applause for her dancing scene in "Our Blushing Brides," that she is responding with an encore in "Dance Fools, Dance," her new Metro-Goldwyn-Mayer starring vehicle which is showing at the Queen's Theatre.

In the new film Miss Crawford not only performs a new ballroom tango with Lester Vail, her leading man, but does a daring solo dance in the underworld night club scene in a costume made entirely of tiny silver discs.

Harry Beaumont directed Joan's talkie, a picturization of an original story of Chicago gangland by Aurania Rouverol.

Included in the cast are Cliff Edwards, William Bakewell, William Holden, Clark Gable, Earle Foxe, Fumell B. Pratt, Hale Hamilton, Natalie Moorhead, Joan Marsh and Russell.

"THE GREAT MEADOW."

Chief Whitebear, well-known Indian actor, was placed in charge of the red men used in Metro-Goldwyn-Mayer's "The Great Meadow," which will be the attraction at the Queen's Theatre on Thursday.

The Indians who attack the pioneers of 1775 along the Daniel Boone trail to Kentucky in Charles Brabin's stirring account of the Kentucky frontiersmen were largely Mohicans. The warriors, headed by Whitebear, himself a Cherokee, wore the traditional breech clout and strange body markings of the Mohicans.

Whitebear was recently seen in "Cimarron," "The Second Honey-moon," "The Bad Man" and "Adios."

KING'S THEATRE.

"DISHONOURED."

During Marlene Dietrich's swift, meteoric career as an actress, a little group of friends has gathered silently about her, always appearing with her on stage or screen. The friends are a half-dozen funny little dolls, made of cloth, shoe-button eyes, and arms and legs that dangle and dance and assume most peculiar positions when at rest.

The dolls have been in every motion picture in which Miss Dietrich has appeared. Before that, they were with her in her dressing room each time she appeared as a concert artist at the start of her career, or later, as an actress on the Reinhardt stage in Berlin musical comedies.

During this association, the dolls have travelled with Miss Dietrich over most of Europe, and from Europe to Hollywood. They will continue to travel with her, to join her in every cast that plays in her support, as long as they hold together, says Miss Dietrich. She feels that "terrible things" might befall if they didn't.

In "The Blue Angel," the German-made picture in which, under Josef von Sternberg's direction, she appeared with Emil Jannings, the dolls were in her boudoir, and one of them, having fascinated Jannings, played a particularly humorous bit in the story. In "Morocco," the

KING'S THEATRE
HONGKONG'S FINEST CINEMA

THE MOST COMFORTABLE AND THE ONLY AIR-COOLED THEATRE IN HONG KONG

LAST TWO DAYS

At 2.30, 5.10, 7.15 and 9.30 P.M.

WOMEN ARE
HIS GAME!
The dashing
debonair hero of
"The Cock-Eyed
World."IN HER, HE
MEETS FATE
The sensational beauty
of "Morocco" in a
smashing drama of
love greater than
life!**VICTOR McLAGLEN**
MARLENE DIETRICH
in
"Dishonored"
Story and direction by JOSEF VON STERNBERGwith
LEW CODY
She wants Power
over Men—
She gets
Dangerous Love.Drama
with a
shock
punch!Drama
written in
thundering
headlines!**GEORGE
BANCROFT**
"Scandal
Sheet"
A Guaranteed PictureBooking
at the Theatre
Telephones: 25313, 25330.

HOME, HOW YOU HAVE LONGED FOR IT!

but somehow, you feel out of it, almost an exile, your interests after all, have been for years in the Far East. You long for news, but friends don't write.

THE HONG KONG WEEKLY PRESS

will keep you in touch

SUBSCRIPTION RATES—One year... ..\$18.00
6 months... ..\$ 9.00
3 months... ..\$ 4.50

SEND YOUR ORDER BEFORE YOU SAIL.

dolls decorated the piano in Miss Dietrich's living room during the scene in which she and Gary Cooper became acquainted.

Now, in "Dishonoured," the third of her Josef von Sternberg pictures, which is now showing at the King's Theatre, the dolls make a return appearance. In "Dishonoured," Miss Dietrich is co-starred with Victor McLaglen, star of the picture "What Price Glory," and of "The Cock Eyed World." Lew Cody, Gustav von Seyffertitz and Warner Oland head the supporting cast.

"SCANDAL SHEET."

Lucien Littlefield, who is to the talking films what Chicago is to the stage—a comedy character specialist, has an important role in George Bancroft's newest Paramount melodrama—"Scandal Sheet" which comes to the King's Theatre.

Littlefield plays the part of the night city editor on the tabloid daily over which Bancroft wields his terrorizing power as the ruthless managing editor. He is seen as a nervous, trembling, scared news-dispenser whereas Bancroft, his boss, is the epitome of brutality and fearlessness. Bancroft's code is, "if it's news it gets printed, no matter whom it may hurt." Littlefield is obliged to further this creed, whether he likes to or not. After a series of thrilling episodes Bancroft falls a victim of his own crookedness.

"Scandal Sheet" was written by Vincent Lawrence and Max Marcin, successful New York playwrights. Others in support of Bancroft in this picture are Clive Brook, Kay Francis, Regis Toomey and Gilbert Emery.

CENTRAL THEATRE.

"EX-FLAME."

Because the week-end was spoiled by the typhoon and, owing to the fact that patrons have increased rapidly the past two days, the Central Theatre has decided to extend the engagement of "Ex-Flame" for one more day's run to-morrow.

"Ex-Flame," produced by Director Victor Halperin for Liberty Productions, has all of the pathos, drama and humour that made Mrs. Henry Wood's great play "East Lynne," one of the greatest plays ever written, preserved in modernized version.

For sixty years or more, "East Lynne" swayed audiences from one end of the country to the other. It was translated into almost every tongue, and theatre-goers in France and the Latin countries cried over the troubles of the lovely Lady Isabel, even as did those in America.

The original play was written in 1851 and was given to crowded houses everywhere. It was considered the one mainstay of many a near-broke dramatic company, for they could always count on this old standby to pull them in an interested and enthusiastic audience.

It is not task to say that practically everyone who has ever been to a theatre has seen the play at one time or another. The story itself is never out of date. True enough it did not deal with any

great national problem and it did not have a modern fad or fancy in it.

In "Ex-Flame," Miss Marian Nixon plays opposite Neil Hamilton with Norman Kerry and Judith Barrie in the other two featured roles. The cast also includes such players as Snub Pollard, the old-time favourite comedian of the screen, and little Billie Haggerty.

"WHAT MEN WANT."

The burning question of the day—the query of life in every sphere—What Men Want, is answered in masterful fashion by the pleasuring loving existences of the fast society set in the Universal all-star special all-talking production "What Men Want," which is coming to the Central Theatre.

Warner Fabian wrote a great story in "Flaming Youth"; he has written a greater one in "What Men Want." Gay parties, giddy love affairs—and underneath it all the same all-embracing question.

With a marvellous cast, including Pauline Starke, Ben Lyon, Barbara Kent, Robert Ellis, Hallam Colley and other famous stars; with a gorgeousness of production directed by Ernst Leammle, the picture is supreme all over.

Don't fail to see this intriguing, revealing film of sophisticated pleasure and primitive passions. Youth serves itself in its own reckless way.

TO-DAYS WIRELESS
PROGRAMME.BROADCAST BY Z.B.W. ON
355 METRES.11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Local time and weather report.

1.25 p.m.—Rugby Press news, mail notices, etc.

1.30 to 2 p.m.—Relay of the speech from the Rotary Club affair.

2 p.m.—Close down.

6 to 8 p.m.—European programme of Victor and H.M.V. records supplied by Messrs. S. Montrie & Co.

6 to 8.40 p.m.—

Variety.

Orchestral—"In a Cafe on the Road to Calais."

Orchestral—"Beautiful Love."—Victor Arden and Phil Ohman's Orchestra.—22330.

Song—"Fancy Our Meeting."—Lillian Davis (Soprano).—B2797.

Song—"Now You're in My Arms."

Song—"If You Should Ever Need Me."—Gene Austin.—22387.

Chorus of "Forest Birds."—Forest Murmurs actual recording from Reich's Avery, Bremen.—V17.

Hawaiian Music—"Kane's Blues."—Hawaiian Music—"Hula Girl."—Kane's Hawaiian's.—20701.

Song—"Say a Little Prayer for Me."

Song—"The Little Old Church in the Valley."—Morton Downey.—22674.

7 p.m.—Stock quotations, mail notices, etc.

8.40 to 7.15 p.m.—Suits from the Music to "Le Bourgeois Gentilhomme" (Richard Strauss) played by the Vienna Philharmonic Orch.—M101.

7.15 to 7.25 p.m.—

Operatic.

"Lohengrin—Prelude Act III." (Wagner) played by the Victor Symphony Orch.—4005.

"Barcarolle" (Offenbach) from "Tales of Hoffmann."

"Cavalleria Rusticana Intermezzo" (Mascagni).—The New Light Symphony Orch.—B277.

7.25 to 8 p.m.—

A Concert.

Piano Solo—"Tango" (Albeniz).

Piano Solo—"Soaring" (Schumann).—Wilhelm Bachaus.—1445.

Song—"In the Gloaming" (Harrison).

Song—"Jock O'Hazeldean."—Mary Garden (Soprano).—724.

Violin Solo—"The Maiden with Flaxen Hair" (Debussy-Hartmann).

Violin Solo—"En Bateau" (Debussy).—Fritz Kreisler.—1358.

Song—"Flower of the Desert" (Loehr).

Song—"The Arrow and the Song" (Ballo).—Percy Heming (Baritone).—B2793.

Piano Solo—"Scarf Dance" (Chaminade).

Piano Solo—"The Flatterer" (Chaminade).—Hans Barth.—20346.

8 p.m.—Local time and weather report.

8.00 to 11.30 p.m.—Ko Shing Theatre relay.

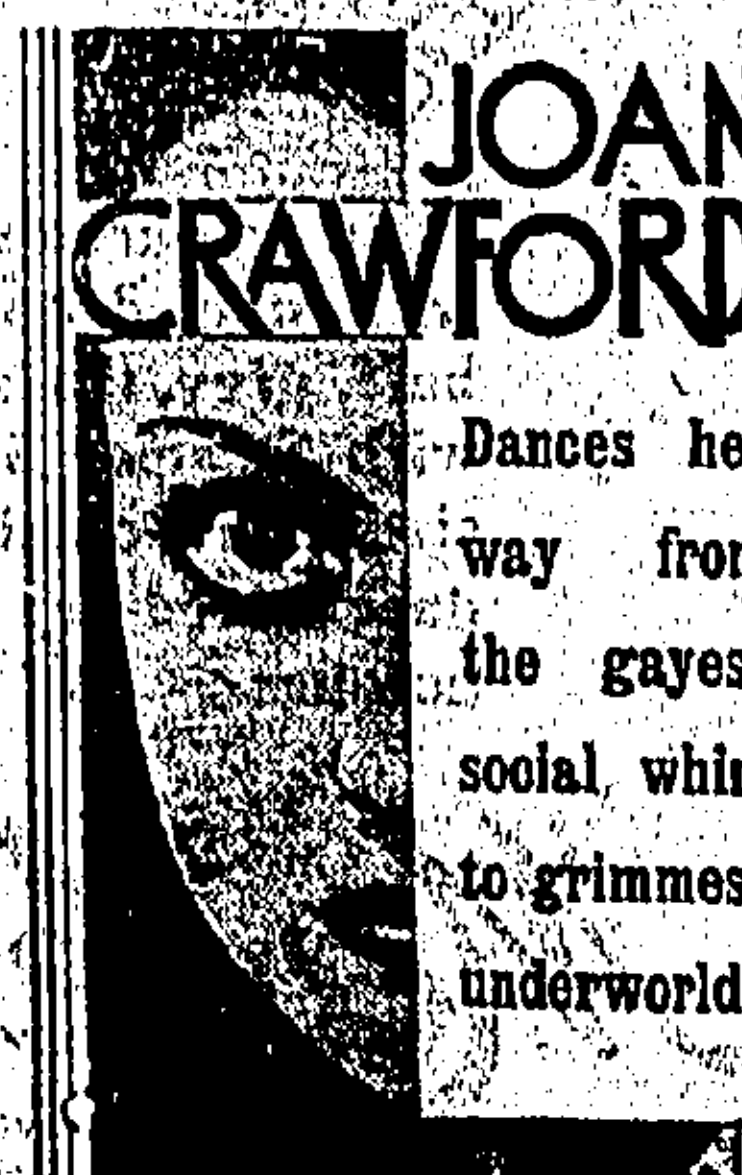
10.30 p.m.—Rugby mid-day Press news.

11.30 p.m.—Close down.

MALTA'S DEFENCES.

DANGER OF ATTACK FROM
THE AIR.

General Sir John Du Cane was one of the speakers at a luncheon given in London by the British Empire League in honour of General Sir David Campbell, Governor-Designate of Malta. General Du Cane, who has just relinquished that position, said: "May I say definitely that Malta is within close distance of air attack from two directions and two great Powers, and the question of defence for Malta from attack from the air did not exist. When the fleet is at sea on an air defence. Perhaps I have dropped a brick and someone will pick it up." (Laughter).

QUEEN'S
THEATRETO-DAY & TO-MORROW
At 2.30, 5.10, 7.15 & 9.20.Dances her
way from
the gayest
social whirl
to grimmest
underworld!DANCE
FOOLS
DANCEdirected
by
**HARRY
BRAUMONT**—ADDED ATTRACTION—
FLIP THE FROG

in "The Cuckoo Murder Case"

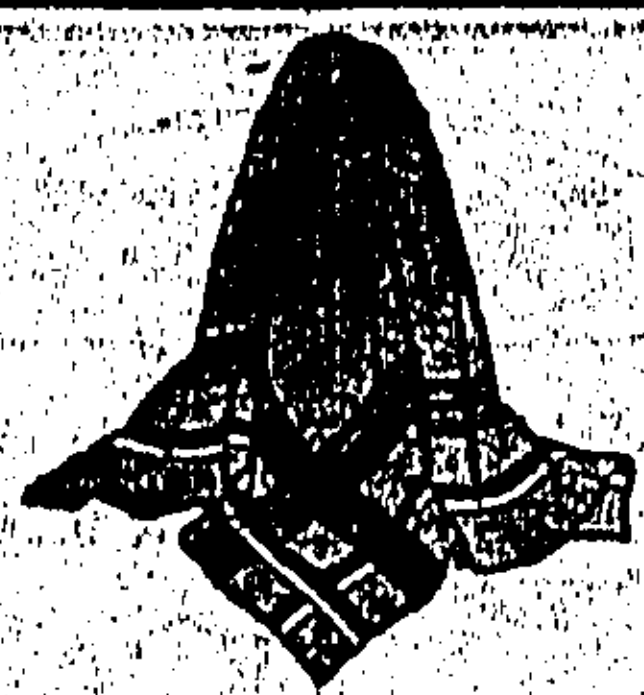
—A CARTOON COMEDY—

NEXT CHANGE

A
strange and stir-
ring romance
against a back-
ground of pion-
eer love and
thrills.THE
GREAT
MEADOWwith
**JOHN
MACK BROWN**

STAR

FINAL SHOWINGS TO-DAY
At 2.30, 5.20, 7.20 & 9.20.**THE LONE STAR
RANGER**
GEORGE OBRIEN SUE CAROL
WARREN HYMER ELIZABETH PATTERSON

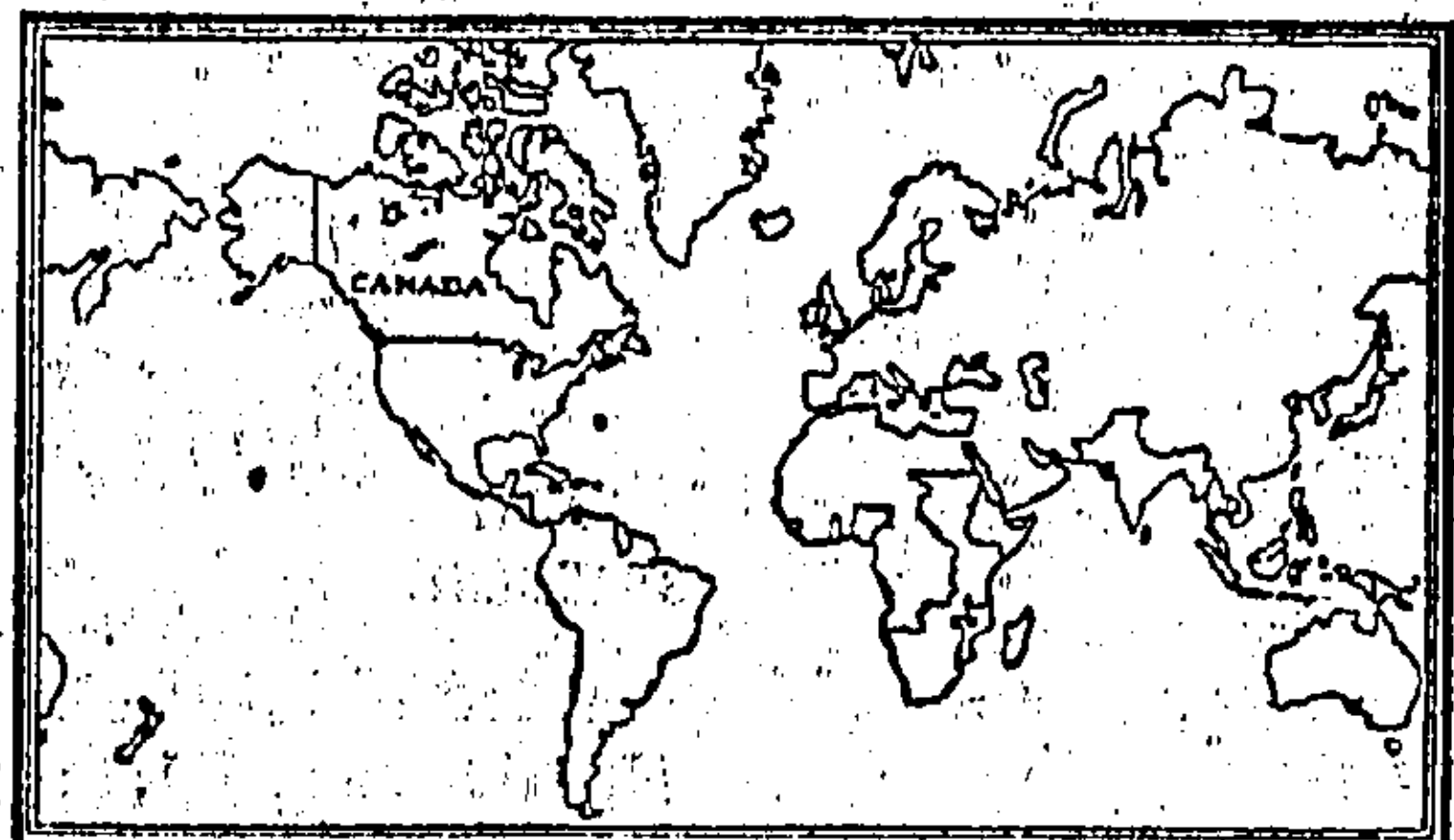


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Plain coloured silk handkerchiefs with striped contrast borders in buff, grey, tan and fawn to tone with Summer Suits. Convenient size for outside pocket, and guaranteed by TOOTALS—fast colours.

Mackintosh
MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

Ambassador of Canadian Commerce



AMONG the many Canadian institutions doing business beyond the boundaries of the Dominion is The Manufacturers Life Insurance Co. Travellers encircling the globe see offices of the Company in Great Britain, the United States, Egypt and South Africa; in India, China and Japan—in the Philippine Islands—in South and Central America—in the West Indies. In many of these countries The Manufacturers Life has been the pioneer of Canadian commerce, inculcating Canadian standards of thrift and protection, building respect for Canadian business.

THE MANUFACTURERS LIFE
INSURANCE COMPANY
HEAD OFFICE - TORONTO, CANADA
MR. E. J. R. MITCHELL
District Manager.
1st, CHATER ROAD. Tel. 20601.



GOLD BAR

Tinned
Vegetables

are grown under ideal conditions, gathered when at their best and scientifically tinned.

Their freshness and perfect flavour add a pleasure to every meal.

Grocery
Department.

LANE, CRAWFORD, LTD.

MOTOR-CYCLE RELIABILITY TRIAL.

MANY SPILLS BUT NO SERIOUS INJURES.

MOST COMPETITORS FINISH: A GOOD AFTERNOON'S SPORT.

The H.K.V.D.C. motor-cycle reliability trial came to a close last evening at the Volunteer Headquarters when the first rider, Mr. B. S. Rogers, riding an A.J.S. machine, crossed the finishing line at 8:45:42 p.m. and was closely followed by the rest of the thirty finishers.

Out of the original 44 starters all but 14 riders crossed the finishing line. The results of the race are not yet available as the various checks and observers' report must be gone into thoroughly and the scores counted. Many of the riders lost points for being either too early or else too late at the checks. Some lost their way on the route or were called on some trivial fault and thus lost points.

Much trouble was experienced on the Peak Road, Wong Nei Chung Gap and Sanatorium Path.

Mr. Supply Marshall, riding a Triumph motor-cycle, had the experience of his machine going over the bank and falling thirty feet down the hill. Mr. Marshall was lucky to have fallen in some soft branches along the side of the road and was uninjured but he had to retire from the trial.

Another rider recounted that when he was trying to dodge a coolie his machine fell down a flight of steps. Again the rider escaped unscathed with the machine receiving very little damage and he was able to go on with the trial.

Nearly all of the riders experienced falls during the trial but luckily there were no serious accidents. Most of the machines showed the results of the run. A few machines were badly damaged but the riders escaped with nothing more than a few minor bruises and scratches.

Brakes Tested.

At 2 p.m. the machines were subjected to the police brake test and none were disqualified. At 2:30 the riders were started off in one minute intervals until the entire 44 entries were started on the 100th mile ride.

At Reservoir Path the stop and re-start test was held. The riders were only allowed two stops for rest, the first being of ten minutes at Repulse Bay during the second lap, while the second was a Garden Road at the end of the third lap which was for 45 minutes.

The trial took the following course:
1st Lap.—Queen's Road, Tramway Track to Shaukiwan, Shaukiwan Hill, Tytam Tuk Reservoir via Tytam Path to Wong Nei Chung Gap, Repulse Bay Road, Aberdeen, Dairy Farm Hill, Pokfulam Police Station, Reservoir Path, Peak Hotel, Stubbs Road, Morrison Hill, Home, 32 miles.
2nd Lap.—Garden Road, Caine Road, Mt. Davis Road, Felix Villas, Victoria Road, Aberdeen, Aberdeen Reservoir Path, Vanehai Gap, Blacks Links, Wong Nei Chung Gap, Repulse Bay, Tytam Tuk, Shaukiwan Hill, Quarry Bay, via Tai Koo Sanatorium Hill, Wong Nei Chung Gap, Sir Cecil's Ride, Morrison Hill, Home, 31 miles.
3rd Lap.—Garden Road to Seth's Corner, Peak Road, Peak Hotel, Stubbs Road, Repulse Bay Road, Aberdeen, Dairy Farm Hill, Mt. Davis Road, Felix Villas, Victoria Road, Kennedy Town, Home, 17 miles.
4th Lap.—Connaught Road, Kennedy Town, Victoria Road, Aberdeen, Repulse Bay, Tytam Tuk, Shaukiwan, Tai Koo, and via Tramways to Volunteer Headquarters, 25 1/2 miles.

Total Mileage 168 1/2 miles (approx.).
Checks were taken at the following places: Reservoir Path, Deepwater Bay Golf Course (15 miles), Garden Road (20 miles), Repulse Bay (45 miles), Garden Road (62 miles), Peak Road, Garden Road (81 miles), Repulse Bay (93 miles), and the finish.

Competitors.

The complete list of the competitors is as follows:
No. Name. Machine. H.P.
1.—B. S. Rogers, A.J.S. 4.98
2.—T. H. Chua, H. Davidson 3
3.—O. A. Carvalho, Raleigh 3
4.—P. A. Silva, B.S.A. 4.93
5.—G. H. V. Ribeiro, B.S.A. 4.93
6.—J. Smith, Humber 3.48
7.—P. M. F. Rosario, Norton 4.98
8.—Henry Kew, Sunbeam 4.93
9.—H. H. Muller, B.S.A. 2 1/2
10.—W. Tape, Sunbeam 3.48
11.—G. W. Brand, A.J.S. 2 1/2
12.—W. E. Peers, A.J.S. 4.98
13.—E. J. Spiers, Rudge 2.40
14.—E. H. Marriott, Norton 4.98
15.—J. P. White, B.S.A. 4.93
16.—A. McG. Mitchell, B.S.A. 3.49
17.—Forest, Ariel 4.93
18.—E. Ponsford, Sunbeam 3 1/2
19.—Supply P.O. Marshall, Triumph 3 1/2
20.—R. R. Marshall, B.S.A. 3 1/2
21.—A. Gascon, H. Davidson 4
22.—A. Tiel, B.S.A. 3 1/2
23.—W. B. Wishaw, B.S.A. 4.93
24.—J. Scrim, A.J.S. 4.98
25.—J. H. E. Edwards, H. Davidson 5 1/2
26.—Y. V. Scgalon, H. Davidson 5
27.—C. G. Fownior, B.S.A. 2.40
28.—J. Dewry, Norton 5.88
29.—W. A. Shea, Zenith 2 1/2
30.—J. Kotewall, A.J.S. 4.98
31.—K. C. Hamilton, Rudge 4.64
32.—Ho So, 4.64
33.—Ng Hung Kai, H. Davidson 3 1/2
34.—Chung King Chow, Triumph 3 1/2
35.—Cheng Yew, B.S.A. 2 1/2
36.—A. S. Monry, Triumph 3.94
37.—Choa Hing Ki, A.J.S. 4.98
38.—H. G. Kew, Rudge 4.99
39.—D. Davies, B.S.A. 2 1/2
40.—J. R. Canning, B.S.A. 4.93
41.—E. L. Groome, Excelsior 3.48
42.—L. Smith, F.N. 5
43.—Crowthers, Douglas 5
44.—E. Franks, Velocette 5

The Teams.

The various teams were made up regardless of make of machine and are as follows:
4.—P. A. Silva, B.S.A.
7.—P. M. Rosario, Norton.
5.—G. H. V. Ribeiro, B.S.A.
10.—F. W. Tape, Sunbeam.
9.—H. H. Muller, B.S.A.
8.—Henry Kew, Sunbeam.

11.—G. W. Brand, A.J.S.
21.—A. Gascon, H. Davidson.
13.—E. Spiers, Rudge.
14.—E. Marriott, Norton.
16.—A. McG. Mitchell, B.S.A.
15.—J. P. White, B.S.A.

20.—R. R. Marshall, B.S.A.
40.—R. Canning, B.S.A.
23.—A. Madders, B.S.A.
1.—B. S. Rogers, A.J.S.
12.—W. E. Peers, A.J.S.
18.—E. Ponsford, Sunbeam.

23.—Whishan, B.S.A.
25.—J. H. E. Edwards, H. Davidson.
24.—J. Scrim, A.J.S.
29.—W. A. Shea, Zenith.
30.—J. Kotewall, A.J.S.
38.—H. G. Kew, Rudge.

37.—Choa Hing Ki, A.J.S.
33.—Ng Hung Kwai, H. Davidson.
39.—Lam Chung Mow, Triumph.
35.—Cheng Yew, B.S.A.
32.—Ho So, Norton.
34.—Chung King Chow, Triumph.

41.—E. L. Groome, Excelsior.
31.—K. C. Hamilton, Rudge.
6.—J. Smith, Humber.
Those finishing the Race were:
1.—B. S. Rogers, A.J.S.
2.—T. H. Chua, H. Davidson.
4.—P. A. Silva, B.S.A.
7.—P. M. F. Rosario, Norton.
6.—J. Smith, Humber.
5.—Henry Kew, Sunbeam.
9.—H. H. Muller, B.S.A.
10.—W. Tape, Sunbeam.
12.—W. E. Peers, A.J.S.
11.—G. W. Brand, A.J.S.
13.—E. J. Spiers, Rudge.
14.—E. H. Marriott, Norton.
16.—A. McG. Mitchell, B.S.A.
15.—J. P. White, B.S.A.
18.—E. Ponsford, Sunbeam.
20.—R. R. Marshall, B.S.A.
21.—A. Gascon, H. Davidson.
24.—J. Scrim, A.J.S.
25.—J. H. E. Edwards, H. Davidson.
27.—C. G. Fownior, B.S.A.
29.—W. A. Shea, Zenith.
30.—J. Kotewall, A.J.S.
31.—K. C. Hamilton, Rudge.
38.—H. G. Kew, Rudge.
40.—J. R. Canning, B.S.A.
44.—E. Franks, Velocette.
39.—D. Davies, B.S.A.
41.—E. L. Groome, Excelsior.

Much credit must be given to the committee that was responsible for the trial as it was a difficult task to organise and promote the run. The committee are as follows:
Mr. H. G. Williams (Chairman), Mr. B. H. Church (Hon. Secretary), Mr. B. S. Rogers (Hon. Treasurer), and Messrs. S. Ashworth, C. W. Brand, F. P. Franklin, A. Gascon, E. L. Groome and K. C. Hamilton.

Judges and marshals were:
Messrs. J. A. R. Selby, L. K. James, A. J. Baird, Cox, Stopkin, E. D. Le Bruer, P. A. Parker, P. J. Franklin, J. J. James, John Warr, S. Ashworth, B. H. Church, H. G. Williams.

WHY STALIN CHANGED HIS TUNE.

SOVIET MUST PAY ITS
WAX.

Moscow, July 7.—Wage revision, with the idea of equality abandoned, in accord with the recent instructions of Stalin, has already begun in some parts of Russia.

Light may now be thrown on the reasons underlying the Soviet's change of front.

"For six years," Stalin declared, "they have gone on promising to invade us and have not once intervened and the hopes of our enemies at home in intervention are shown, for the moment at least, to have been built on sand."

Invasion Talk Dropped.

Here, at last, we have Stalin's explanation of why the fierce call to the masses to resist imminent invasion, and to destroy the legion of hidden friends of the foreign foe was rather suddenly dropped a few weeks ago without any perceptible change in international politics seeming to warrant it, and why milder methods have been adopted. Realistic reasons are everywhere discernible for Stalin's "brilliant" apology for dropping tactics which helped to bring the Bolsheviks through the critical period when the last vestiges of individualism were being smashed in towns and village alike, but which would have proved too costly in money, industrial efficiency, and even in labour morale if prolonged indefinitely.

The foreign world will be most interested in the virtual dropping of the invasion talk. But Stalin's chief pre-occupation—more efficient production to create new financial resources to replace the old ones already used up—is also of great interest to the world of business.

Milder Methods.

The new key-methods he defends are:

A kinder attitude to the old engineers, now that the "damagers" have been "defeated," and with the Soviet needing five times as many technical experts as now.

More non-party people promoted to managing posts—which must not be regarded as a Bolshevik preserve.

Abandonment of the interrupted five-day working week and its replacement by the six-day week, with one day stoppage in plants where it has been too hastily adopted or is permanently unsuitable.

Abandonment of equality of wages where work and skill are unequal, in order to get skilled workers to stay on their jobs instead of running away after better conditions every three months, as is often the case.

Better housing, etc., in return for great sacrifices and strained work in compliance with Soviet demands on the proletariat.

Organisation of a steady stable supply of labour by a system of drafts from the collective farms. All State enterprises must pay their own way and attain the necessary efficiency for this.

This problem of paying one's way lies behind the whole speech, and all the methods proposed have in mind that prime necessity—the fulfilment of the State's Five-Year Plan.

LORD PASSFIELD ON EAST AFRICA.

PROTECTION OF NATIVES.

Lord Passfield, the Colonial Secretary, speaking at a dinner of the East Africa Dinner Club, held at the Savoy Hotel, said they did not want to favour the native at the expense of the white settler, but, like children, the natives had to be protected. That duty was incumbent not only upon the Government but upon every member of the white race living among the coloured people in East Africa.

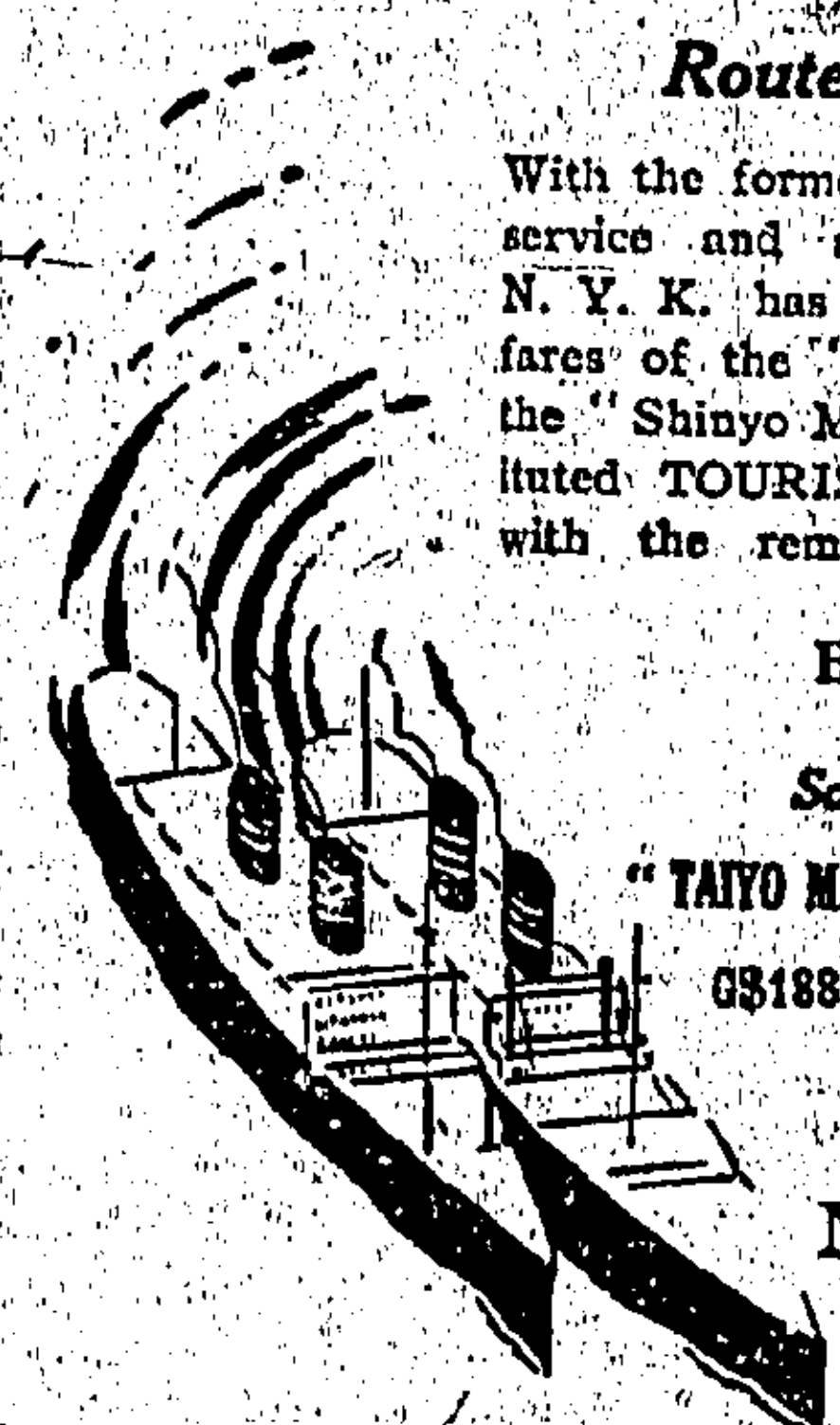
Sir Alfred Sharpe, the chairman, proposing the health of the Colonial Secretary, held that East Africa could be successfully colonised by men of the type who went to New Zealand with, at the most, a few hundred pounds to invest. But to ensure the success of intensive colonisation of this kind it was essential that the settlers should be assured of freehold title to moderate areas of land at a low price.

Sir Alfred advocated the creation of game preserves in each territory, pointing out that in these days of modern firearms the big game in Africa would be destroyed if the natives were allowed to do what they liked.

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OTHER, SHOULD BE INCLUDED
IN EVERY ADVERTISING
CAMPAIGN—that is, those who do
the thinking for others as well as
for themselves.

THAT IS WORTH CONSIDERING—

THINK IT OVER.

SOME NOTES ON RICE CULTURE
IN HAINAN.

PROBLEMS CONFRONTING THE CHINESE FARMERS.

SOWING, HARVESTING AND THE DRAGON
BONE WATER WHEEL.

Kachek, July 29.—Since rice is the staple crop in Hainan it is also a main subject of conversation. Just now lack of rain is becoming serious in the Kachek region as a number of fields have not yet been planted. The farmers feel that for fields of medium quality or fairly good quality one measure of seed should yield twenty-two measures of paddy or eleven measures of rice in the larger harvest of a good year. More would be exceptional, less is the expected thing. Some families work their own fields independently and for them of course all the rice they can sell over and above what they need for family consumption is cash profit. In such fields, around Kachek, the rule is to save out enough seed for the next planting and then divide half and half. Seed is taken out in one of three ways—one-tenth of the paddy after it is threshed out, or one-tenth of the standing grain as it is cut and tied in bundles, or, most interesting in its approximation, four rows of standing grain all around the edges of the field.

Cost of Growing a Crop.

Calculated on the basis of a field large enough to require one measure of seed (one 'peck,' approximately ten catties of rice in weight), expense for a season is about as follows:

Use of man, buffalo and plough or harrow for four morning work periods at seventy cents a morning \$2.80
Hired service to cut the young rice plants, also about four mornings, at ten cents a morning 40
The same rate for weeding, say once 40

Weeding may not have to be done at all if the fields are thoroughly covered with water for thirty to forty days after the young rice is planted. Again, in dry years, it may have to be done twice, and weeds may be bad enough to double the time required. The cost of cutting the ripened grain varies, and there is also the cost of transportation to market to be included. Just now unpolished rice is selling for \$3.00 a hundred catties, so the farmers are not making much of a profit unless, as mentioned above, they can work their fields themselves. Renters make whatever bargains they can drive for cash rent and profit depends on the crop.

The Weather.

The rice farmer has much to be concerned about in the matter of the weather. Too much water will 'drown' the young rice plants unless it can be drained out of the fields, and too much wind and rain at the time the rice is in blossom will scatter the pollen and the heads will not fill well. Too much wind and water will cause the rice to go down as the heads ripen, and the grain will sprout in the head. Such rice when it goes down before it is completely ripe can be cut and the paddy thoroughly boiled before it is polished, thus saving the grain from entire loss, but bringing a much cheaper price on the market. Lack of moisture is of course death to rice plants if too long continued.

There is not much more bitter toil in the farmer's category than treading a 'dragon-bone' water wheel all day. The 'dragon-bone' is the endless chain of flat wooden paddles, pushing the water up a wooden scoop swung from the very top treadle paddle after paddle. In some places three poles are set up as a tripod and a long hollow wooden scoop swung from the very top, which is used to scoop water up into the fields. Still another scoop is made of coconut sheath in

the shape of a sac, and also operated from a tripod, usually with two women pulling the small ropes that move it up and down rhythmically. Along streams giant bamboo water wheels are used, the bamboo pipes set at a slant and emptying the water into a trough at the top of the bank. Such wheels are usually community affairs, which must be repaired or renewed every spring. In Modoa one enterprising family had the missionary order a thresher pump with extra lengths of hose from America, and are finding it very satisfactory. Typhoons are a possible menace to the rice crop every fall, but frost at least does not have to be considered. Insect pests and rust are, relatively speaking, of minor concern here.

Varieties of Rice.

Red rice is raised in the lower fields as it is not so easily harmed by too much water, and ripens fully two weeks earlier than white rice. It is said to be best for rice wine, and far too much is so used. It is cheaper in price than white rice. White rice is raised in the slightly higher fields, glutinous rice in the richest fields. Upland rice is planted on some of the plateaus, and the Miao-tze in the mountainous interior raise only upland rice, some glutinous and some not. Glutinous rice is best for grinding into rice flour and making rice cakes. It is also 'popped' or 'puffed' and, with native sugar or molasses, made into delicious candy-bars. The rice to be popped is dampened for a few hours, then steamed in a big hamper until thoroughly cooked, dried and sunned for several days, and then popped in an iron skillet. No grease is used, but a layer of fine sand is placed in the bottom of the skillet to keep the rice from burning and is later sifted out.

Sowing and Harvesting.

In the Loi country seed rice is trodden directly into the paddy fields by water buffalo instead of being planted in seed beds and then being transplanted. In some regions the standing grain is cut and beaten out into big wooden tubs right in the field. In other places it is cut and tied into bundles and taken to the village to be beaten out at leisure. The Limko people bring the cut grain to the village in buffalo carts, pile it in a heap in the centre of the dried mud threshing floor, and tramp it out with waterbuffalo. In the Nodou region paddy is bought and sold by the cartload, in Kachek unpollished by weight, either as carried in by loads or, latterly, as brought in by motor car in huge sacks.

Bran, Husks and Straw.

The rice straw is used as feed for the water buffalo or as thatch for cattle sheds or outbuildings. The paddy are burned, are used as fuel in the kilns where the charcoal briquets are being burned, since they must have an even and not too intense heat, and are used in the duck-egg incubators. Rice bran is used for pig feed and poultry feed. An interesting sight too are the great herds of ducks that follow the rice harvest up from Vangtsai clear to the market in Hoihow. Incidentally, the comparison of the Saviour as the Good Shepherd is almost more realistic to many of these people: if the duck herders are mentioned as comparable examples. Methods of rice farming here, probably differ little from those in other parts of South China, but they are of interest in comparison with western methods, and are worth while knowing if a basis of conversation with the people is desired.

QUIET AND DULL
WUCHOW.VISITS FROM ANTI-NANKING
WAR LORDS.

(From Our Own Correspondent.)

Wuchow, July 20.
A number of leading men of the new Canton régime including Messrs. Wang Ching Wei, Tang Sang Ming, Sun Fo, Koo Ying Fung have been in Kwangsi for about the past month. They arrived at Wuchow two days ago by two Chinese gunboats. General Wang Shu Hung and Pei Tsung Hsi and Mr. Wong Kok Choh arrived from Nanking the previous day to welcome these gentlemen. Another visitor from Canton was General Li Chung Yun. Earlier this morning a big meeting was held on the parade ground and speeches were made to the assembled populace. In the evening the local authorities entertained the visitors to a banquet in the Sun Yat Sen's memorial hall on the northern hill.

The University.

The Kwangsi University will open again after the summer vacation. The Chancellor, Mr. Ma Kwang Mo, is still away, we believe, in Shanghai.

Floods Abate.

The floods have abated these last two or three days and the roads are now clear. The weather is very hot and the nights are so stifling that no one seems to go out of their homes, and places of amusement are almost empty.

Business Slack.

Everything is very quiet in Wuchow and district but business is slack.

SHIP MASTER'S ORDEAL
DURING TYPHOON."HYDRANGEA" PASSENGERS
GIVE TROUBLE.

Captain Grierson and the officers on the s.s. Hydrangea had an unusual experience during the typhoon on Saturday when about 600 Chinese passengers, faced with the prospect of having to remain aboard the vessel during the blow, adopted a threatening attitude when they found they were not to be put ashore. The master was faced with the alternative of 'breaking the quarantine regulations or inviting trouble from the disgruntled passengers, but fortunately the vessel passed through the storm at the anchorage without the trouble assuming any serious proportions. The vessel arrived on Saturday morning and proceeded to her anchorage at Stonecutters Island, where, in the usual course, clearance would have had to be given by the Port Health Officer before the passengers could be disembarked. Owing to the typhoon warning, the Government launches had taken shelter, and the medical officer was unable to get on the boat to give the necessary clearance.

As soon as the passengers gathered that they would have to remain on board until the storm was over, their discontented murmurs developed into threats, and finally a delegation was sent to the master to take the boat alongside the wharf so that they could get ashore. As time went on, the force of the wind increased, and the master, while tactfully handling a difficult situation which threatened to end in a riot, remained at his anchorage until the blow had passed. At about 5 p.m. after the typhoon was over, the passengers still appeared to be restless, and the master decided to get alongside the wharf. Hoisting a police flag for assistance, the vessel put slowly alongside and the Chinese passengers were disembarked. The only European passenger on board was Mr. John Robinson, of Messrs. Bradley & Co., Swatow. The Hydrangea is owned by the Chin On Steamship Company.

The Literary Digest of July 4 contains an interesting article on the mu-tai system in Hong Kong.

Two Europeans, Messrs. Studholm and Aonlem, were charged before Mr. Fraser at the Kowloon Magistracy yesterday with driving a motor cycle, No. 1183, at Filken Street without a licence. Sergeant Dabrowski, who prosecuted, said that just before the defendants were noticed by a sergeant on duty, they had knocked down a ricksha coolie, who, however, was not hurt. Both defendants pleaded guilty. Mr. Studholm said the cycle belonged to Mr. Studholm, who had bought it on the day of the accident. They were trying it out at the time. Defendants were fined \$5 each.

TWO MEN AND
THREE WOMEN.WIDOW'S STORY OF SUMS
ADVANCED.

HOTEL CECIL PARTY.

Derek Peters, aged 45, described as a company director, of Carlton Mansions, Clapham, and James Arnold Wells, aged 40, advertising agent, of Colville-terrace, Bayswater, appeared at West London Police Court, charged with conspiring to obtain £150 by means of a married woman whose name and address were withheld. There was a further charge of obtaining £50 by means of Gertrude Redcliffe, a single woman, of Holland-road, Kensington. A third charge was preferred yesterday of conspiring to obtain £235 by false pretences from a widow, whose name and address were at the magistrate's suggestion, withheld.

Blackmail Allegation.

With regard to the blackmail charge it was alleged by the prosecution at a previous hearing that the woman, whose husband was seeking a divorce, was induced to part with the money at a Stock-helm hotel by threats that her alleged relations with a Swedish man, whom she met at the hotel, would be revealed to her husband's solicitors.

The prosecutrix, who has two children and is living apart from her husband, met Wells at a London hotel, and, it was said, mentioned that she had a friend in Stockholm who gave her expensive presents. When she went to Stockholm he accompanied her and booked a room at the same hotel. Peters, who described himself as an inquiry agent acting for her husband's solicitors, came to the hotel, and, 'thoroughly frightened,' she obtained £150 from her Swedish friend and gave the money to Peters.

At yesterday's hearing evidence was given by the Hon. Lancelot William Joynton Hicks, a partner in the firm of Joynton Hicks and Company, solicitors.

At the end of last year, he said, his firm was acting for a petitioner in a divorce suit, and the prosecutrix in this blackmail charge was the intervenor in the suit. His firm had employed an inquiry agent to follow this woman, but neither of the defendants had been instructed in the matter.

On February 1 last his firm received a letter signed 'H. A. Wells,' in which the writer, who wrote from the Strand Hotel, Stockholm, mentioned that he had inside information respecting the woman cited as the intervenor.

Later the two defendants called at the office. Wells then said that Peters was Wells, and that he (Wells) was named Simmonds. Finally the two men were paid five guineas each in consideration of information they gave in relation to the divorce suit.

Went Out to Dinner.

The prosecutrix in the third charge said that some time ago, while at a party at the Hotel Cecil, she met three men. Subsequently she received a phone call from Wells, who reminded her that he was one of the party. He called and took her out to dinner, and told her he was employed by a whisky firm. He also said that he was a married man, but was divorced from his wife about five years ago.

She went out with him on a number of occasions, and at different times advanced him money on his representing that he was negotiating for the purchase of a share in a whisky firm.

Wells and Peters were remanded for a week on the same bail.

MURDEROUS ATTACK WITH
A KNIFE.

AN UNKNOWN ASSAILANT.

A murderous attack was made by an unknown man on a Chinese living on the top floor of a house in Yue Yam Street, a narrow lane off Hollywood Road, on Sunday night. When the police were called in, they found a man in a serious condition with about six wounds in the chest and abdomen, and he was removed to hospital.

The room in which the man was found showed signs of considerable disorder, indicating that the assailant had been struggling with his victim before he inflicted the wounds. It was believed to have been caused with a knife. It appears that the man who was injured on the assault visited the floor earlier in the evening and that the neighbours had heard an argument going on before the attack began. Investigations are being made by the police to trace the assailant, who was reported to have hurriedly left by the staircase into the street.

POLICE COURTS-
MARTIAL.STRICT DISCIPLINARY
CODE.

In a business-like room adorned with photographs of past police officials, on an upstairs floor at Scotland Yard, sits, as occasion demands, the policeman's court-martial—the Disciplinary Board—before which any member of the Force who is alleged to have offended is summoned to appear.

There are no less than fifty ways in which a policeman can offend against the strict disciplinary code of the Force, from untidiness on parade to robbery, and for the more serious charges of the scale he is bound to appear before 'the Board.'

But though this Board corresponds to the Army Court-Martial in its functions, the similarity ends there. There is nothing legal or military about the Police Board; there are no escorts and prisoners, no 'cap-off,' and no official prosecutor. In fact, it is really a dispassionate inquiry into a charge.

Disciplinary Boards.

'Disciplinary Boards,' wrote a former chief at Scotland Yard, Sir Wyndham Childs, quite recently, 'never followed the rules of evidence. They were more or less informal affairs where, hearsay, evidence on both sides was admitted.'

But the accused is never handicapped during the proceedings; he is never left in the dark about the charge. From the first moment of the complaint he is allowed to see the reports and allegations against him, he can take copies of the statements, and thus, with the help of a 'friend,' who is allowed to be present and assist at the hearing, he is able to prepare his defence before the trial.

Each board is presided over by the Assistant Commissioner or his acting deputy, and when all the statements have been heard the presiding officer awards the punishment.

Should the defaulter not be satisfied with the finding he has the right of appeal to the Commissioner, who inspects the papers in every case.

If the sentence be dismissal or compulsory resignation the accused, under the Police Appeals Act, 1927, has the right of further appeal to the Home Secretary, and that Minister can appoint a tribunal to go into the case and advise him.

Speeding Up.

Unlike the Judge Advocate-General, who reviews every Army Court-Martial from the legal standpoint only, the Home Secretary can examine the evidence in all its aspects, and upset, if he thinks fit, the findings of the Board on any point.

Formerly hearings at the Board sittings were very protracted, as the proceedings were recorded in long hand. Nowadays police shorthand writers act as official reporters.

Proceedings before the Boards are strictly private—details of the hearings are never published. It used to be the practice to give details of the charges, and the results in Police Orders, but, at the discretion of the Commissioner, this publication of details was stopped, in order that the prospects of obtaining employment in civil life, by a defaulter after he had left the service, might not be impaired.

The Board does not sit often nowadays, compared with its activities of five years ago. Since 1925 there has been a gradually decreasing number of punishments awarded in the Force. Whereas in 1925 there were 777 punishments given, and 465 disciplinary board cases, the numbers by 1929 had fallen to 455 and 137. In the latter year 27 men were required to resign and 24 were dismissed.

When it is remembered that there are 20,000 men on the Metropolitan Police pay-roll, the fact that only 137 appeared before a disciplinary board in one year, and that only 51 of those left the service as defaulters, says much for the honesty and integrity of the Force, and the high disciplinary code maintained by the members.

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NOTICE.

THE Directors of BROWN, LTD. London Tailors, will be at HOME to their Customers and other Friends on TUESDAY, 4th August, at 12 NOON, on the occasion of the Opening of their New Premises in THE ARCADE, GLOUCESTER BUILDING. Entrance from DEE VORDE ROAD. [1021]

SHEK O COUNTRY CLUB.

FLANNEL DANCE.

THE FLANNEL DANCE which was to have been held at SHEK O on SATURDAY, the 1st August, 1931, has been POSTPONED till SATURDAY, the 8th AUGUST, 1931. (Weather Permitting).

By Order of the Committee,

F. G. MAUNDER,
Secretary.

[1020]

NOTICE.

WE have THIS DAY authorised Mr. J. J. EDGAR to sign for Procuration.

ELLIS & EDGAR,
1st August, 1931. [1016]

HONG KONG TRAMWAYS, LIMITED.

AN INTERIM DIVIDEND of 40 Cents Per Share has been declared payable on TUESDAY, 25th AUGUST NEXT, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, CANAL ROAD EAST, BOWLINGTON, Hong Kong.

NOTICE IS HEREBY GIVEN that the REGISTER of MEMBERS of the Company will be CLOSED from TUESDAY, 11th AUGUST, to MONDAY, 24th AUGUST, 1931, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.
Hong Kong, 1st August, 1931. [1015]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE.

THE Undermentioned Certificates for 150 Old Shares in this Company registered in the Name of the Late ISAAC SAMUEL PERRY have been LOST or DESTROYED; and should these Certificates not be produced to the Company before the 30th AUGUST, 1931, New Certificates for said Shares will be issued and the Old Certificates Nos. 6748 dated 2nd June, 1911, and 6749 dated 27th July, 1911, will be thereafter treated by this Company as NULL and VOID.

Certificate No. 6748 dated 2nd June, 1911, for 50 Shares Nos. 38501/38550.
Certificate No. 6749 dated 27th July, 1911, for 100 Shares Nos. 38501/38550 and 129845/129934.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 20th July, 1931. [979]

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The Daily Press

HONG KONG, AUGUST 4, 1931.

"DISHONOURED!"

Judging by the usual standards of the cinema industry the Paramount Company did a bold and unusual thing when they produced that very fine film "Dishonoured," which has recently been exhibited in the Colony. The motion picture companies of Hollywood exist to make money, and the measure of a film's worth has been for many years the box office returns. English people cavil at Hollywood's methods and principles because our own theatre has always been in the hands of men and women to whom "the play's the thing," and financial success or failure mattered hardly at all. That was magnificent, but the film requires a most elaborate paraphernalia and has had to be run on business lines. From an artistic point of view, the film has suffered. Motion plays have been to a great extent "what a not very intelligent public wants," and the world has been pelted with sugar plums, whose first ingredient has been the "happy ending."

Partly by a process of natural evolution, partly by the far sighted policy of attracting foreign actors and producers, and to some extent under the competition of other national films, the Hollywood pictures have of late shown an improvement, and "Dishonoured" is one of the best productions.

In one matter the American film industry has stood firm to principle and done admirable work. It has, in picture after picture, made relentless attack upon war and upon that idealisation of war which has been one of the crimes of poetry, literature and music. The screen drama has shown war to be a brutal and degrading sacrifice of youth by age. Again and again we have had the subtle contrast of the devastated area, the trenches and the shady, staminate with the luxurious chateau where the C-in-C. and his staff plan and, more or less, control operations. There have also been many pictures showing the distress of the civil population, the sufferings of women and children, and the vast sacrifice demanded of all, except those who guide the fighting, and whose "policy" has made the struggle inevitable.

"Dishonoured" carries the propaganda one further. It takes us into the realm of those gallant and pathetic pawns of the "higher

powers," the men and women of the secret services. We have often read of the shooting of spies. In this film we are shown exactly how it is done, and the process by which grave and distinguished men "dishonoured" and destroy those who out of patriotism and desperation take up this appalling task of getting information from the enemy. We see the whole process, and with excellent art, MARLENE DIETRICH, one of the most beautiful women acting for the screen, has been chosen to play the rôle of the victim. The great military machine crushes out her life and with a stiff upper lip she faces her judges, and after her judges the unhurried formalities of the firing squad. The feelings of the audience are not spared in this cruel piece of realism, but for once we are not allowed a happy ending—and the Paramount Company no doubt forgoes some of the returns it might have pocketed.

It is argued that the film magnates know perfectly well that war would be bad for business and herein lies the whole motive for their attitude. That may, or may not be the case, but at least give them credit for seeing the truth, acting upon it, and refusing to exploit an easy source of immediate profit. Think what wonderful films could have been made about handsome heroes who come home slightly wounded, to be nursed and petted in pretty gardens by adoring sweethearts! That was the old tradition. As the Scottish song puts it:

"Tis Angus, my Angus,
"Come back from the War."

The war films have rubbed in that often enough Angus does not come back; that he may, after passing Armistices, have become a very different sort of fellow, who finds his little sweetheart insipid as lemonade, and who cannot settle down to the old life in Main Street of Barchester. The world's statesmen and industrialists are blundering along, with the old policies that lead to war, but one of these days they may get a very unexpected jolt from a populace that has been fed upon "What Price Glory," instead of the silly songs and novels of the pre-war age. It is war and everything to do with it that the films have Dishonoured.

THE RACING GOLFER.

GRAT BRITAIN'S racetracks are not "playing-fields" for purposes of exemption from Mr. SNOWDEN's land tax; but apparently there is a suggestion that they might qualify for relief under that head by turning themselves into golf courses. There is a large amount of space in the centre of racetracks which is not used as part of the race track; the idea seems to be that the companies concerned should lay out that land as nine-hole golf links.

This has been done successfully in Happy Valley, but at Home the circumstances are very different and an English paper comments severely on the proposal, saying in the course of an article on the subject: "One fancies that the preliminary expense of that surprising step would be a good deal more than the full tax is likely to cost for many a year; not even for the satisfaction afforded by wriggling through the net of the 'Iron Chancellor' would most racecourse companies be prepared to embark on such costly extensions. Moreover, the two activities would not go well together. We know that golf is a royal and ancient game, and that racing is sometimes described as 'the sport of kings,' but that suggestion of regal associations is about the only point that the two pursuits have in common. It is true that nothing very much happens on any racetrack during the day, many days when there is no racing there, but it hardly follows that the golfer would be a welcome visitor. When he once starts he is a greedy fellow; he likes to be there day in and day out. A race meeting on the periphery of the company's land with a 'medal round' in full swing on the centre would

be an odd sight; somebody's eye would be taken off the ball, and a bad slice out of bounds might have very serious results—it might knock the winning jockey off his steed just as he was pounding up the straight for the winning post. If it be argued that the golfers would have to go when the jockeys arrived, they would nevertheless have to leave their tees and their greens and their bunkers (there would have to be a great many bunkers on such a flat course) behind them, and those would be an odd addition to the racing landscape. In any event, let those who go golfing and those who go racing keep their ruling passions well separated. It would be an encouragement to cynics to place two forms of human weakness in such close and unedifying proximity."

Self Purification.

A local bacteriologist gives the following account of what is called in his profession "self purification." "You get a bit of matter full of bacteria (his citation was blunt) and put it in water. The bacteria reproduce themselves at the rate of three generations an hour as long as there is food. When there is no more food, they turn cannibal and the last man in dies of starvation."

Miss Buss and Miss Beale.

Most worthy pioneer work in the cause of the higher education of women was carried on by two famous ladies, Miss Buss and Miss Beale. Their characters can perhaps be gauged by a famous quotation popularly attributed to one of their earliest pupils:

Miss Buss and Miss Beale
Cupid's darts never feel
How very different from us
Are Miss Beale and Miss Buss.

The Pearl River Bridge.

It is stated that the giant steel bridge spanning the Pearl River at Canton now under construction will be finished early next year. Despite political disturbances in the city the work on the bridge has gone forward and has made rapid progress. It is thought that an elaborate ceremony will be staged when the bridge is formally opened. It is a very fine piece of engineering and in many ways superior to the one over the Yellow River. The Canton bridge certainly has the advantage inasmuch as it will allow all kinds of traffic to pass over it, whilst the bridge up North is only for trains. It is interesting to note that a British firm of bridge builders is engaged on the work.

Canada's Pasture.

The pasture improvement demonstration programme of the New Brunswick Department of Agriculture is meeting with a generous response from the farmers of the province. A number of field days have already been held in various parts, at all of which keen interest has been displayed in the use of chemical fertilizer. The series of demonstrations being conducted this year is similar to the 1930 programme. During the past season the carrying power of numerous tracts of grazing land under observation more than doubled through the proper application of chemical fertilizer and it was proven that the regular use of the fertilizer is both practical and economical for the average farmer.

Survival After Death.

It seems strange that the Church, or at any rate an important section of it should be so anxious to destroy scientific evidence of the continuity of individual life after death, when it is clear to every thinking person that this evidence is just what is needed to give fresh life to all religion. It is no mere love of excitement or craving for something new that crowds all the Spiritualist places of worship and lecture halls to overflowing whenever their doors are opened; these people are searching for the truth, and for something the Church has not given them, and cannot give them, as long as the views held by that section prevail. —Celia, Lady Congreve, in the London Morning Post.

Dear Old Folks.

The dear old folks at Home are often distinctly parochial in their outlook, says the Shipping Review, which gives the following extract from the Engineer: "It is probably not realised that a great deal of the ocean-carrying trade in the Far East is in the hands of British shipping companies. A large number of vessels built on the Clyde, and in other British shipyards, work between Far Eastern ports. One British company alone must have nearly 100 steamers in the trade. In Hong Kong and Shanghai there are well-equipped dockyards for repairing ships of any size. The new Empress of Japan was recently in Hong Kong. These establishments are most furnished with British machine-tools, electrical gear, steel, etc.,

★ News and Views ★

The Super-Gentleman.

A well-dressed man went up to a ticket machine at Victoria Station, put his money in, and held out his hand to receive the ticket. As the machine delivered the ticket, he murdered, quite naturally, "Thanks," and walked off.

Westminster Abbey Statues.

Having a few minutes to spare yesterday, writes "Londoner" in the Evening Standard, "I wandered into our great Minister of the West. A service was proceeding in the choir, and I seated myself under the statues of the three Canons. I gazed around me, I was appalled. We are used to the interior of our Abbey. Seldom do we realise how completely it has been ruined by the monuments erected to the defunct. Were I the Dean and Chapter I should remove these hideous cenotaphs to the cloisters. The Abbey is not, in any case, a particularly fine specimen of Gothic. It would do well enough, however, were it left to itself. Today it has the appearance of some third-rate junk shop, in which dusty figures of Pomona and River Gods sprawl around the equally dusty effigies of departed statesmen."

Dirty "Bolshie" Butter.

The Soviet authorities have admitted with cynical candour the impurity—and worse—of the butter exported to England, thus giving another example of the cheerful way in which they let their friends down. After the pathetic attempts by the Minister of Health to excuse the presence of every kind of horror in the products of the beloved Soviet, it does seem a little ungrateful on the part of Moscow to torpedo his excuses so completely and abruptly. One might almost imagine that the Soviet set no store by the friendship of the British Minister of Health. "I very much doubt," writes an angry correspondent, to an English paper, "if I could include on common 'flea' in my butter I could to the public without a Royal Commission in Whitehall being summoned to bring me to justice. But if I called myself Simplevich and had an office in Moscow I believe that the Minister of Health would regard with equanimity anything I cared to send to England, even if it were mainly composed of rancid face-cream and motor-oil."

A Blue's Record.

Mr. Harold Abrahams, himself a famous Cambridge athlete, and Mr. J. Bruce Kerr have compiled the German encyclopaedia by compiling a monumental record of all Oxford and Cambridge inter-university contests since 1827. Here the games lover will find not only a statistical account of the various campaigns, from the minor skirmishes of chess and cycling to the pitched battles of the Boat Race and the "Rugger" match, but also a full list of 8,800 Blues (Cambridge 4,485 and Oxford 4,405) who have represented their University. The knowledge that in the whole series of 1588 matches Cambridge is now leading by 145 will add to Cambridge conceit. Oxford will find consolation in the reflection that she is ahead in billiards and fencing, which, after all, are the traditional pastimes of mis-spent youth. In this vast army of Blues the record for versatility is held by a very modern young man. In Mr. Conard Dover Cambridge has an athlete (and a scholar to boot) who has represented his university in no fewer than six different games. Single-handed, he has inflicted a score of defeats on his Oxford opponents.

"The Shadow Between."

Scenes have been filmed in the London streets for "The Shadow Between," the British International Picture now being directed by Captain Norman Walker. The principal male character in the story played by Godfrey Tearle, is a City Man, and in order to show him in his own environment, Walker has succeeded in filming him despite the surge of the London crowds at various interesting vantage points. Good humoured members of the public at first surrounded the camera in a manner calculated to invite police intervention eagerly assisted Walker, and he secured unique pictures of Tearle crossing the courtyard of the Stock Exchange, passing the Tower Bridge and manœuvring a street crossing at the Monument. The biggest laugh London Town has heard for many a day occurred when, as the last "shot" was being taken, a little Cockney surveying Walker, the camera and his entourage, said "Ulllo, governor, you makin' a pikcher?" Other exterior scenes are to be filmed in the countryside for "The Shadow Between," and a country house at Northampton, a rectory at Alderham, and some scenes in a spinney will be visited in turn.

A Ho'porth of Tax Please!

Among the victims of the typhoon was the match at the Chatham Road playground, Kowloon. It was not beautiful but it did give some shade. The new playground under Signal Gun Hill is a much better one, than that at Chatham Road, but it does need some kind of shelter, and, in these times when economy, especially in all matters concerning British child-welfare, is so necessary, a cheap and humble matchbox would be really welcomed and should not be beyond our resources. As it is many of the children for whom the playground was built do not use it, because there is no shade.

S.S. President Hoover.

We have received from the Dollar Steamship Company a most attractive booklet giving much interesting information about the new s.s. President Hoover and some attractive illustrations of lounges, state-rooms, Danville swimming pool and the ship herself, etc. The introduction tells us that the s.s. President Hoover is the largest ship ever built in America for either domestic or foreign travel. She is also the largest electric liner, flying any flag, engaged in the commerce of the world. Her length is 535 feet over all, 81 feet in beam, displacement tonnage of 31,000, a gross of 23,000 tons and a top speed of 21 knots. She will accommodate 350 first-class guests and 150 special class, or intermediate passengers. Six decks are given over to public rooms and accommodations. No liner has ever been built with greater consideration for the comfort, convenience and well being of her passengers. The combined experience of the entire fleet of President liners has been drawn upon to make the s.s. President Hoover the finest achievement in world travel. Early in the Summer of 1931 the liner will enter the services of the Dollar Steamship Lines. A sister ship, as yet unnamed, is also being built and will be delivered shortly after the s.s. President Hoover.

From the Files.

Looking Back 25 Years.

The Committee of the Seamen's Church and Mission have now published the report and financial statement for the year 1930 and 1931. Owing to the Chaplain, the Rev. J. H. France, being unassisted for practically the whole of the period under notice he was unable to prepare the report for 1931, yet the work of the mission has not been neglected, and there are evidences that much good has been accomplished, even though all the opportunities could not be embraced. The Institute on the Hong Kong side has met a long fast wait, and while the first eight months working shows a debit balance, due to the heavy initial expenditure there is every reason to hope that better results will ensue. Kowloon Institute also has a record of steady work done. The report acknowledges a number of gifts and thanks the many voluntary workers for their services. Hong Kong Daily Press, August 3, 1931.

Looking Back 50 Years.

The ordinary half-yearly meeting of the shareholders of the Hong Kong Hotel Company was held in the hotel yesterday afternoon. There were present Messrs. E. R. Bellios (Chairman), W. Reinera, Hon. P. Byrie, H. Hopping (Directors), A. E. Vacher, E. George, J. H. Cox, Dr. Gomes, G. Reynell, H. Smith, D. McCulloch, A. A. Remedios, H. Kuhlmann, J. Remedios, F. C. Dittmer and L. Hauschild (secretary). The Chairman said:—Gentlemen, you have doubtless studied our report and accounts for the past half year. You will now consequently allow me to take them as read. The report has touched on all the important points connected with the institution; there is, therefore, very little for me to add. However, I have to congratulate you on the prosperous condition of your investment. Since the formation of this Company, this is the first year that we may with pride say that our shares stand at a premium in the stock list of Hong Kong. Never in the history of the Colony have shares been even at par. From the records in the office it appears that the original allottees failed to take up 142 shares of the stock of the company. Whether this was done purposely with a view of getting rid of their liability, owing to the then gloomy prospects of the venture, or because the prices of these gentlemen were limited at the time, I cannot say, but the fact remains that when we took charge of the Hotel, we found them standing as an asset in the accounts. Hong Kong Daily Press, August 3, 1931.

COWES YACHTING TRAGEDY.

MAN SWEEP OVERBOARD FROM KING'S YACHT.

[THROUGH REUTER'S AGENCY.]

London, August 3. An enormous holiday crowd which thronged the promenade at Cowes to see the Royal Yacht Britannia, with H.M. the King aboard, participate in the first race of Cowes' week was shocked before the start when the Britannia stopped, heeled round, signalling frantically with flags. A fleet of light craft dashed from the shore and learned that a man had been swept overboard by the heavy seas and had completely disappeared.

H.M. the King abandoned racing for the day.

THE "PRESIDENT HOOVER."

THUNDEROUS GREETING IN NEW YORK HARBOUR.

The local branch of the Robert Dollar Co. inform us that they have received the following cable from New York, describing the triumphal inauguration into the merchant service of the new a.s. President Hoover:

New York, July 29.—"To the accompaniment of sonorous blasts of sirens of docked liners, along the New York Harbour, and all craft in harbour, the Dollar liner President Hoover entered into merchant marine service on Wednesday morning with her arrival at 8.05 a.m. at Pier 50, New York."

All ships in harbour dipped ensigns and saluted America's newest, largest, finest, and fastest home built intercontinental trans-Pacific liner. Thousands thronged the docks step. Representatives of the Civic, State and National organizations were at the pier as well as hosts of newspapermen, cameramen, newsmen, with Capt. Fred E. Anderson being noted and directed more than a Hollywood Motion Picture Star.

On Friday night, July 31, the President Hoover will move to the terminal to prepare for her maiden voyage, sailing on August 6 with every cabin full to California and the Orient."

WILES OF THE ANT ARMIES.

BATTLE OF WITS WITH THEIR ENEMIES.

REMEDIES FOR THE SUMMER PLAGUE.

Invasions of houses in the House Counties by ants are becoming every day more serious.

Not only are the pests entering by doors and creeping through floorboards, but flying ants have made their appearance, pouring in legions through open windows and down chimneys.

Despite the warm night, householders are carefully closing the windows at dusk, and, in some cases, the tops of chimneys have been covered to shut out the flying variety. Cupboards, beds, and chests of drawers are all being affected by the invasion.

Every post brings many letters to Mr. A. M. Hogarth, of the College of Pestology, complaining of the nuisance and begging for advice.

Brainy Insects.

The first thing to realise is that these insects are not unintelligent," Mr. Hogarth told a Press representative, "and they multiply at such a speed that drastic steps have to be taken."

The ingenuity of ants, for instance, in providing for the next generation is remarkable. There is the garden ant which depends for its food on the green-fly.

To ensure the safety of its food supply it will scare away the enemies of green-fly.

Carbon Disulphide.

"There are various ways of dealing with these invasions, but undoubtedly the most effective is that of locating the nest, digging a hole in the ground and filling it with carbon disulphide. This substance gives off a gas which is fatal to ants."

"Another method is to spray ants with one of the various remedies that can be bought. I generally use a mixture of paraffin, oil and kerosene, but if much spraying is to be done I cover my nose and mouth with a handkerchief for the fumes are harmful."

"In my opinion it is useless to try to hold up the march of ants by painting ground with creosote, for they will find a way past."

PROGRESS OF FLIGHTS.

SEATTLE-TOKYO NON-STOP.

[THROUGH REUTER'S AGENCY.]

SEATTLE, Aug. 2. The Texan airmen, Robins and Jones, who early last month unsuccessfully attempted to fly from Seattle to Tokyo, took off to-day on their second attempt at a non-stop refuelling flight to Tokyo to win the prize of \$5,000 offered by the Japanese newspaper (*Asahi*).

Four hours after their re-start Robins and Jones passed over Quesail in British Columbia. The Texan airmen are expected at Fairbanks, Alaska, between 6 and 7 p.m. to-day. After refuelling in mid-air they will fly across the Behring Sea down the Siberian coast to Japan.

The weather is described as favourable, though cloudy conditions are expected on the latter part of the trip.

Fairbanks Reached.

FAIRBANKS, Alaska, Aug. 3. Robins and Jones have reached Fairbanks.

PANGBORN AND HERNDON.

[THROUGH REUTER'S AGENCY.]

Moscow, Aug. 2. The round-the-world airmen, Pangborn and Herndon landed at Chita at 1 p.m. to-day.

They took off from Chita for Habarovsk at 3.30 p.m. (Moscow time).

THE LINDBERGH'S SAFE.

[THROUGH REUTER'S AGENCY.]

New York, Aug. 2. Col. and Mrs. Lindbergh have arrived at Moose Factory, James Bay. They had radio trouble.

They have since restarted for Churchill.

INDIA'S PUBLIC DEBT.

INDEPENDENT TRIBUNAL TO BE APPOINTED.

[THROUGH REUTER'S AGENCY.]

BOMBAY, Aug. 2.

The National Liberal Federation has passed a resolution, denouncing all suggestions relating to the repudiation of India's public debt, but urging that an independent tribunal should decide the nature and extent of the adjustment between Great Britain and India.

MACDONALD-STIMSON CONVERSATIONS.

TO BE RESUMED "SOMEWHERE IN THE HIGHLANDS."

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 2. Conversations between Mr. Stimson and Mr. Ramsay MacDonald on international affairs, which were begun at the Seven-Power Conference will probably be resumed this week "Somewhere in the Highlands of Scotland."

Mr. MacDonald is holidaying at Lissiemouth, and Mr. Stimson, who is also holidaying in Scotland, has rented a lodge somewhere in the Highlands, and has invited Mr. MacDonald to go there on Thursday, and be his guest for a couple of days.

Mr. MacDonald declines to reveal where Mr. Stimson is staying.

DEATH WITH HIS MEDALS ON.

"VANITY" OF SEA CAPTAIN WHO SHOT HIMSELF.

The death of Charles Albert Kerry, aged 62, a retired captain in the merchant service, who shot himself on Blackfriars Bridge, was investigated at a City inquest when a verdict of Suicide while of Unsound Mind was recorded.

The Coroner (Mr. Danford Thomas) said: "I believe he had his medals on at the time of his death."

The Rev. G. P. B. Kerry, of Bromley, Kent (a brother), who told me he was going to die in a blaze of publicity.

Coroner: Oh, a little vanity.

Mr. Kerry said that he had been helping his brother financially. About 27 years ago his brother lost his wife and child in a shipwreck at Valparaiso. For several days he was out of his mind with grief and he had had periodical turns ever since.

A police-constable said that no revolver was found. He thought it had been thrown into the Thames.

FAMOUS AIRMAN KILLED.

MACHINE FALLS INTO LAKE GARDNA.

[THROUGH REUTER'S AGENCY.]

ROME, Aug. 2. The well-known airman, Captain Monti, who participated in the 1929 Schneider race, was killed to-day in an accident which befel a high-speed seaplane he was flying. The machine fell into Lake Garda. Captain Monti's body has not been recovered.

The cause of the accident is unknown.

Hero of 1929 Schneider Race.

Captain Monti, hero of the 1929 Schneider race, gallantly kept control of the plane when a broken waterpipe, spirted scalding steam over his arms and face. His bravery saved the machine and avoided a disaster to the packed crowds of spectators at Ryde Pier.

EX-M.P. IN HYDE PARK SCENE.

CROWD OF 15,000 AT A RELIGIOUS DEBATE.

CASE DISMISSED AGAINST MR. LUNDON.

A scene at "Speakers' Corner" in Hyde Park was referred to at Marlborough-street Police Court, when Thomas London, aged 50, an ex-M.P. of Gloucester-terrace, Hyde Park, was charged with using insulting words and behaviour.

He pleaded not guilty, and the case was dismissed under the Probation of Offenders Act.

Police Sergeant Powkes said that at nine o'clock last night there was a disturbance in the crowd at a Hyde Park meeting. The speaker, who was on the platform, requested him to take the name of Mr. London, who was standing on the platform surrounded by an excited crowd.

When asked for his name and address, London replied, "I will not leave this meeting until he has apologized to Father McNab. If he does not apologise he will get what is coming to him."

Platform Pushed Over.

After London had refused several times to go away he took him into custody. The sergeant added:

"There was an immediate rush by the crowd around us, and the platform with the speaker on it was pushed over backwards into the crowd."

Mr. E. O'Connor (defending): Was the man speaking for the Protestant Truth Society?—Yes.

Was there a large crowd around the meeting place?—Yes, about 15,000.

The Magistrate (Mr. Mead): Was Mr. London excited?

Sergt. Powkes: He was almost demented.

Religious fervour, I suppose?—Yes, I imagine so.

Opponent's Tribute.

Mr. London, giving evidence, said that he was for 10 years a member of the House of Commons. He denied that he was disorderly.

Mr. O'Connor: What caused some disturbance during the meeting?

Mr. Mead (interposing): The speaker made some remark which you considered insulting to an individual?

Mr. London: Yes; but he insulted not only an individual, but the whole of the Catholic community.

Two Civil Servants and a doctor who were in the crowd said that Mr. London's conduct was not disorderly.

Percy Penelley, a speaker for the Protestant Truth Society, said that for four or five years he had known London as an opponent and questioner at his society's meetings in Hyde Park.

Mr. O'Connor: Have you always found him to be a fair debater and a well conducted man?—Yes.

A Letter to Mr. Mead.—After dismissing the case, Mr. Mead said that he had received a long letter to-day before the court opened. He added:

"I refrain from reading it. It is a most improper thing for anybody to write to anyone in a judicial position, and if the gentleman who wrote it is in court I hope he will take notice of what I have said."

Mr. O'Connor assured the magistrate that Mr. London had no knowledge of the letter.

Later, Mary Flynn, a 24-year-old servant, was fined 30s. for assaulting Sergeant Powkes.

The sergeant said that when he was taking Mr. London to the police station, a crowd of between 2,000 to 3,000 people followed him and two constables, Mary Flynn attempted to reach the constables, and when the sergeant stopped her she struck him.

AUSTRALIAN EXPORTS.

DECLINE IN GOLD AND MERCHANDISE.

[THROUGH REUTER'S AGENCY.]

SYDNEY, Aug. 2. Last year's exports totalled £102,038,000. This is a decrease of £23,038,000 on the previous year. Gold exports declined to £14,594,000, and merchandise to £28,483,000. Imports declined to £28,200,000. After allowing for the abnormal exchange, the excess of exports is estimated at £28,000,000 compared with an excess of imports of £2,863,000 last year.

MR. EDISON.

CONDITION SATISFACTORY.

[REUTER'S AMERICAN SERVICE.]

ORANOE, N.J., Aug. 2. Mr. Edison's condition continues satisfactory.

MORE BABIES ALIVE.

SACRIFICE OF MOTHERS.

During a debate at the National Conference on Maternity and Child Welfare at Cardiff, Dr. G. Collins (West Ham) said a good deal of the mortality was due not to the doctor or the midwife, but to the mother herself in taking drugs for months and months before.

Mr. John Rowland (chairman of the Welsh Board of Health) said infant mortality in the last 40 years had been more than halved and the decline was continuing, but maternal mortality statistics were depressing and seemed to be getting worse.

The Minister of Health, he said, was proposing to discuss with the various authorities a scheme on a national basis by which all parties would be brought together, acting in co-operation, in one comprehensive maternity scheme, so that full use might be made of existing services.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.40 p.m., stated:—

A feeble anti-cyclone covers the Pacific to the east of Japan. Depressions are central to the north of Korea and over Indo-China. The typhoon is about 350 miles E. of the Bashi Channel, moving W.N.W.

Local Forecast:—E. winds, moderate; fair to showery.

TYPHOON WARNING.

The following typhoon warning has been received by the American Consulate-General from the Manila Observatory:

Manila, August 3, 3 p.m.—Cyclone or typhoon E. of northern Luzon more than 300 miles distant, direction unknown.

BUYING GOLF BALLS FROM BOYS.

"DISGRACEFUL" A PLAYER SAYS.

A 12-year-old schoolboy appeared at Ealing Police Court to answer a summons alleging that he had stolen a golf ball.

It was stated that a golfer hit the ball on to the green at the fourth hole of the Brent Valley course, and that the boy and two other boys, who had been hiding behind a hedge, ran on to the green and ran off with the ball.

The golfer, Mr. Lawrence Shaw, of Balmoral-gardens, Ealing, said that he had taken out the summons because members of the club were constantly losing balls. He thought it was his duty to make an example.

Mr. Hatto (defending): Do you know that members buy balls from small boys?—Yes, it is disgraceful. If they were found out they would be dismissed from the club.

The summons was dismissed under the Probation of Offenders Act.

OBITUARY.

REV. CHARLES G. SPARHAM.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 3. The death occurred to-day of the Central China Missionary leader, the Reverend Charles George Sparham.

PRINCE ON EMPIRE UNIVERSITIES.

"INTANGIBLE BUT STRONG LINK."

The Prince of Wales dealt with universities and their influence on modern life when, as president, he held a reception of the delegates to the Congress of Universities of the Empire at the Guildhall, London.

"With the growth of our population, our commerce, and our national wealth," he said, "has grown the need for advanced education until nearly every great city possesses its university. At the same time, the duties and responsibilities of universities have increased in equal measure."

"Year by year, as the scope of our activities increases, men are called for in every part of the Empire, not only to fill the administrative but to carry on the commerce and industry which are vital to our existence. Not only for the education of these men but for their training and for the formation of their characters the universities are to a great extent responsible."

"The old concrete ties which joined our Empire together in the past are fast disappearing, and I like to think that they are being replaced by other and better ties which, though less formal, less tangible, in Burke's words, 'Though light as air are as strong as links of iron.' Among those links there can be no stronger or sounder than the universities of the Empire."

The Prince expressed deep appreciation of the grant made by the Carnegie Corporation of New York to the Universities Bureau of the British Empire, which had enabled the less wealthy of the universities overseas to send delegates to the Congress, and would enable selected representatives of overseas universities to visit Great Britain to engage in research at British universities and to examine methods of British university administration.

"Lovely English Girl Students."

Professor Sudhoff, the veteran Berlin scientist, speaking at the congress dinner last night, expressed his delight in a mixture of English, French, and German with the English girl students he had met on his visit.

"The young housewives," he said, "are pretty and charming and altogether lovely. That is only to be expected, but I find also that your girl students are full of zeal and aim at succeeding in science, medicine, and every branch of work which they take up, and yet remain altogether charming and lovely. It is a feat of which women of any country might be proud."

Sir William Bragg, director of the Royal Institution, said that a man might fight for his country, but what a man discovered was the property of everyone. That was the great power of science, and it must play a great part in bringing people of different nations more closely together.

HIS 200TH WIFE.

ZULU "NAPOLEON'S" NEPHEW TO WED.

Capetown.—Ten thousand Zulus are expected to gather at the Royal Kraal, 200 miles from Durban, when Solomon Dinikulu, the Paramount Chief, and a direct descendant of Tshaka, the "Zulu Napoleon," who died 100 years ago, will be married.

The ceremony occupies three days and consists of feasting on hundreds of cattle, beer-drinking and dancing.

A message from Durban states that this will be Dinikulu's 200th wife. For the first time in history a firm will be taken of this ceremony.

CHINA'S CIVIL WAR.

GENERAL SHIH YU SAN'S TROOPS DEFEATED.

CANTON LAUNCHES OFFENSIVE AGAINST NANKING.

[THROUGH REUTER'S AGENCY.]

PEIPING, Aug. 3.

The war with Shih Yu San appears to be practically over. The Mukden forces have dispersed Shih Yu San's troops who are fleeing to Shantung.

Shih Yu San is reported to have placed himself in the hands of Han Fu Chu and requested safe-conduct abroad.

The Mukden forces have advanced south of Tingchow, while co-operating with Shansi troops they are holding Chengtingfu. Through railway service is expected to resume at an early date.

SHIH YU SAN HARD PRESSED.

(Wah Tse Yat Pao.)

PEIPING, Aug. 3.

An independent report, which appears to have confirmed the war bulletin issued by General Chang Hsueh Liang's headquarters, states that in the latest stage of the Northern war General Shih Yu San suffered a series of reverses and his main forces operating along the Peiping-Hankow Railway, having failed to capture Peiping, have been compelled to evacuate the railway zone.

The fact that the Shansi Army is moving in support of Mukden and has occupied Shihchinchang (a junction of the Peiping-Hankow and Chingting-Taiyuan Railways) has been definitely established. General Shih Yu San is therefore compelled to force his way into Shantung which is his only line of retreat, if General Han Fu Chu, the

Military Governor of Shantung and also a Kuomintang deflectionist like Shih Yu San, remains neutral. Shih Yu San's troops are still engaged in severe fighting along the Tientsin-Pukow Railway, where his position seems to be better, and his fate hangs on this last chance.

GENERAL CHEN TO DIRECT OPERATIONS.

(From Our Own Correspondent.)

CANTON, Aug. 3.

After spending more than three months in preparation the National Government in Canton is at last ready to launch its offensive against the North through Hunan. The concentration of the First Group Army under General Chen Tsai Tong on the northern border of Kwangtung in and about Shikwan is completed, and another march northward will start within the next two or three days. General Chen Tsai Tong, the Commander-in-Chief, will start for Shikwan by train to direct operations very shortly.

The Kwangsi army under General Li Tsung Jen has already marched into southern Hunan from Kweilin, and is now concentrating in Yungchow, a strategic point in south Hunan. These Kwangsi troops are heading for Hengchow, a stronghold of General Ho Chien, Governor of Hunan and a strong supporter of Nanking.

JURY AND TOUR MANAGERS.

£195 DAMAGES FOR SINGER.

ALLEGED BREACH OF CONTRACT.

Judgment for an agreed sum of £195, with costs, was entered for Miss Kathleen Destourial, the vocalist, in the action which she had brought against Messrs. Chapell and Co., New Bond-street, in the King's Bench Division, for alleged breach of contract.

Miss Destourial, who claimed £285 damages, stated that she was engaged to play a leading part in the 1930 tour of "Lilac Time," and this was not given to her. Defendants replied that Mr. J. Wood-Ingram, the tour manager, who was said by plaintiff to have made the engagement, had no authority to make a contract for a leading part without the approval of the directors, and this was never given.

The jury answered in the affirmative the following three questions, among five, which were put to them:

Did Mr. Wood-Ingram purport to engage the plaintiff?

Had Mr. Wood-Ingram, the defendants' authority to engage the plaintiff?

If Mr. Wood-Ingram had no authority in fact to engage the plaintiff, was the engagement of the plaintiff by him within the apparent scope of his authority?

On other questions they found that a written contract was merely the record of an already binding agreement, and that the plaintiff was not aware of any limitation of Mr. Wood-Ingram's authority to appoint.

A stay of execution with a view to an appeal was granted.

Rule of Profession.

Mr. Louis Casson, secretary of the Association of Touring and Producing Managers, gave evidence as to the rules and customs of the profession.

Mr. Justice Hawke: Has a tour manager as such any authority to engage leading artists?

Mr. Casson: No.

Or to engage artists at all?—No. Mr. Henn Collins (for defendants): If a letter heading 'proclaims that Messrs. Chapell present "Lilac Time" under the direction of Mr. Wood-Ingram, would that suggest that Mr. Wood-Ingram had authority to engage artists?

Mr. Casson: It would not. A manager begins to have authority to manage only when the rehearsals begin.

(Continued at foot of next column.)

GAMAGES (WEST END), LIMITED.

SALE OF EQUIPMENT FOR £25,000.

It is announced that a contract has been entered into for the sale by private treaty of the whole of the fixtures, fittings, and trade utensils contained in the Oxford-street store of Gamages (West End) Ltd., provided that this great mass of modern equipment does not sell together with the building at the auction to be held on the premises next Tuesday.

Negotiations resulting in the sale have been conducted by Hillier, Parker, May and Rowden (Maddox street) the auctioneers appointed by the Court in connection with the building and equipment, with Mr. Leonard Bental, governing director of Bental's Ltd., the Kingston departmental store organisation. The price to be paid for the entire equipment of the Oxford-street building, other, of course, than the apparatus supplying the normal services, is £25,000.

The auction of the Gamage (West End) store, with its complete equipment is to take place on Tuesday, as arranged. If a sale is not thus effected, the contract with Bental's at once becomes operative, and that concern will remove the Oxford-street store's equipment to Kingston for use in the large new store there being constructed.

Mr. Macaskie (for plaintiff): If Mr. Wood-Ingram had express authority to engage all but the leading artists?

Mr. Casson: If he had that, I should say he was vested with exceptional powers.

But this lady was sent to him. One sends an artist to all kinds of people to discuss an engagement. She certainly might be sent to Mr. Wood-Ingram when he had no power to engage artists.

Mr. Justice Hawke, summing up, said the question of what was a theatrical producer was a difficult one, and it had been complicated by the fact that to-day it meant formerly. A producer now did all the organisation and preparation for the performance in the old days he did less than that, but he ran the financial risks. Financial worries to-day apparently did not trouble him.

FINALS AT HENLEY REGATTA.

THREE VICTORIES FOR THE LONDON CLUB.

NOTABLE DISTINCTION FOR OXFORD OARSMAN.

The sun nearly beat the clouds before the last day of Henley Regatta started, and conditions were favourable when, before the first race, the Duke and Duchess of York arrived. There was a big river crowd and full enclosure as the Conservancy launch took the royal party down the river. It was a typical Henley reception; crews of boats, punts, and canoes saluting with sculls and paddles. The Duke and Duchess landed by the judge's box, where they were received by the regatta stewards, and witnessed the early racing from the enclosure. The sky was overcast, and a fresh southerly wind, increasing in strength during the day, was blowing right down the course when the chief race of the regatta, the final of the Grand Challenge Cup, was rowed. The crews were London R.C., the holders, and Thames R.C., the two most powerful of the Putney clubs and keenest of rivals. It says much for the enthusiasm and hard winter and summer work of these clubs that they should have figured so prominently in the highest class of Henley racing during the years since the rowing revival of 1919. Thames started by winning the Grand in 1923 and again in 1927 and 1928, and London last year, the gaps being filled by Leander, who were not represented this year, much to the general regret of rowing men. Conditions, however, have changed, and it is no longer possible even for a club of the huge membership of Leander to get a crew together in a few weeks which can stand against London or Thames at their best. But is there any reason why Leander should not start getting a crew together early from old hands?

The Grand final of this year must rank with the best in the long series, which London Thames have rowed. London were on the Bucks station, which was a little advantage under the somewhat rough conditions prevailing. London went away at 40 strokes in the first minute, and Thames half a stroke faster. Along Temple Island Thames obtained a canyus lead, but London were level at the quarter-mile. It was a neck-and-neck struggle in the next section, and London were just in front at the half-mile, where both were rowing 38. London led by over half a length, however, at the Fawley half-distance mark, where the time was 3min. 34sec. London were just clear before mile, and at the signal were a length in front. Thames, rowing 38 to London's 36, came up a bit, but London, although tiring, were able to call up an invulnerable spurt just before the finish, and won by a third of a length in 7min. 33sec.

A Thrilling Race.

There was a marked contrast between the semi-final heats for the Thames Cup. The first was crammed with excitement from the first stroke, and there was never more than a quarter-length between the two Cambridge colleges Magdalene and Clare, which the former won finally by two feet in 7min. 55sec. Clare started at 37 to Magdalene's 38, and led by a quarter-length at the quarter-mile. By the half-mile Magdalene had drawn level, at the half-distance Clare were a canyus in front, and Magdalene a few feet ahead at the mile. The lead was taken alternatively along the enclosure, and Magdalene just squeezed home by two feet.

London's second crew had no trouble with Peterhouse, Cambridge. They went away rapidly, and were clear at the quarter-mile. By Fawley London were two lengths ahead, and they paddled in at their ease to win by a length and a half in 7min. 51 sec.

In the final, late in the afternoon, London had another easy journey. Starting at 37 to Magdalene's 38, they were leading by a length at the first signal and by one and three-quarter lengths at

the half-mile. Passing Fawley in 3min. 43sec., London led by two and a half lengths at the mile, and came in, in spite of Magdalene's plucky work, easy winners by two lengths in 7min. 43sec. The strength of London is shown by the fact that they were 24 seconds faster than the Ladies' Plate winners.

The final for the Visitors' Cup for college fours was an all-Cambridge race between Third Trinity and Pembroke, and it had its sensations. Starting at a slower stroke, 32 to 33, Third Trinity were half a length in front at the first signal, and by the half-mile were a length ahead. Just after Fawley Third Trinity, after one escape, hit the booms which mark the course. Pembroke shot up and, with Third Trinity again steering badly and touching the booms, Pembroke were a length in front at the mile. Third Trinity spurred pluckily along the enclosure, but Pembroke kept ahead and won by a length and a quarter in 8min. 45sec.—39 seconds slower than last year's final. The wind was very strong during the afternoon and entirely against any good times.

Italian Crew Beaten.

There was further proof of bad conditions in the final of the Stewards' Cup, in which London R.C., an exceptionally powerful and fast four, only did the same time as Pembroke in the Visitors' Cup in beating the Piacenza crew, the European champions. The Italians, wearing picturesque headgear, rowed a short, sharp stroke at a fast rate and with clockwork precision. Rowing 42 to the 33 of London, the Italians led at the first signal by half a length. By the half-mile, however, London were a quarter of a length ahead, and the race was over. London, rowing 36 to the Italians' 38, went steadily ahead, led by two and a half lengths at the mile, and won with ease by three lengths.

A school crew in the final of the Ladies' Plate pleased the spectators immensely, and Shrewsbury, who won in 1924, were opposed to Jesus College, Cambridge, who last won in 1928. The School put up a great fight, and were beaten only by a third of a length in 8min. 7sec. (57 seconds slower than last year's final). Both crews rowed 38 in the first minute, but Shrewsbury went ahead fast, and were leading by half a length along the island. At the quarter-mile the School held a two-thirds length advantage, and a length at the half-mile. This was reduced to two-thirds at Fawley, and Jesus, spurring, gradually crept up against the strong wind, and were only a canyus behind at the mile. Shrewsbury were tiring quickly, but they tried a final spurt, then faltered and "cracked" along the enclosure, Jesus going up to win. The Jesus stroke rowed a very well judged race against one of the best school crews Henley has seen. The race was followed by the Duke and Duchess of York on the umpire's launch.

Canada's "Diamonds" Again.

The Diamond Sculls have gone to Canada for the second year in succession, H. R. Pearce, of the Leander B.C., Hamilton, beating F. Bradley, Pembroke College, Cambridge, easily in 10min. 3sec. The conditions were as bad as at any time during the stormy afternoon, and the difference is shown in the fact that J. S. Guest, of Toronto, won last year in 6min. 29sec., and he is not so fast as Pearce. Pearce went away at 30 to Bradley's 28, and so fast that he was leading by two lengths in a quarter of a mile and by three lengths at the half-mile. By the half-distance, reached in 4min. 50sec., Pearce was leading by four lengths, and by five lengths at the mile, coming in at his leisure. Bradley sculled well, but was outpaced by one of the fastest scullers ever seen in the Diamonds.

The final of the Wyfold Cup for second fours was between the two Putney neighbours, Thames R.C. and Yeats R.C., and was rather a foregone conclusion, as Thames had won at other regattas. Both started at 39, and Thames were clear at the quarter-mile, led by a length at the half-mile, and by four

(Continued at foot of next column.)

CHANNEL CRUISES IN LINERS.

THREE POUND FARES.

MOVE TO COUNTER ATLANTIC SLUMP.

British holiday-makers are to have a new experience this year—short three, four and five-day cruises in Atlantic liners down the English Channel and Irish Sea, calling at ports on the way.

All the pleasures of a sea voyage to America will be available for a few pounds.

The big liner companies have inaugurated these trips to alleviate the slump in Atlantic crossings.

Similar short trips from New York to the Bahamas and Halifax have been running for some time, and now they are to be inaugurated on this side of the Atlantic.

Bank Holiday Afloat.

On August 1 the White Star liner *Homeric* sailed from Southampton on a cruise down the Channel, along the Cornish Riviera and the southern shores of Ireland.

She will be back at Southampton on the evening of Bank Holiday, August 3, and sails on August 5 for New York.

A similar programme has been arranged for the *Adriatic*, which would otherwise be in the Mersey from July 19 to August 22. Leaving Liverpool on August 1, she will cruise around the Irish Sea and North Channel, returning late on August 3.

What It Costs.

Fares for these two trips are: £6 first class by the *Homeric*; £5 by the *Adriatic*. Tourist rates: £3 per head by either ship.

So great has been the demand for both cruises that already very little tourist accommodation is unbooked.

On July 31 the Royal Mail motor liner *Asturias* left Southampton for a Channel cruise, calling at Trouville, Falmouth and Torquay, and returning to her departure port August 4. Passenger fares are from 8 guineas per head.

On arrival at New York the big Cunard liners—*Aquitania*, *Berongaria*, *Mauretania*—after a day in port now make a four-day cruise to Nassau, in the Bahamas.

In the White Star service the liners *Majestic* and *Olympic* are running between New York and Halifax before turning round for the return passage to Southampton.

Though at the moderate rates quoted, profits are very small, these cruises are of great value in keeping officers and crews employed between ocean voyages. Moreover, it is hoped to attract a fresh class of passenger traffic without previous experience of the delights of travel in a modern liner.

INTER-PORT PING PONG.

A CHALLENGE CUP DONATED.

Owing to the keen co-operation of the committee of the Hong Kong Ping Pong League and with the kind support of many ping pong enthusiasts, the game is now becoming more popular than ever. Under the auspices of the Hong Kong Ping Pong Association, a triangular inter-port ping pong match between Canton, Macao and Hong Kong is going to be arranged soon.

Mr. Ho Sai In, the honorary president of the Ping Pong League, has kindly consented to present a handsome silver challenge cup for the winners in memory of his father, the late Mr. Ho Chak Sang.

lengths at the mile, winning easily in 9min. 13sec. (against 7min. 52sec. last year).

The Silver Goblets pairs was the last race of the day, and in it the solitary Oxford success was scored. H. R. A. Edwards and E. Clive (Christ Church) defeating W. A. T. Sambell and L. Luxton (Pembroke College) by four lengths in 8min. 57sec., which is 13sec. slower than last year. Christ Church were two lengths ahead at the quarter-mile and half, two and a half at the mile, and won easily.

Edwards, bow in the winning crew, was the hero of the regatta, for he had also rowed during the day in the London R.C., winning "Grand" eight and Stewards' four, and he was very heartily cheered when the Duchess of York presented the trophies and medals at the conclusion of the regatta.

ICEBERGS IN THE ATLANTIC.

THEIR ORIGIN AND CAREER.

The polar ice that at certain times of the year haunts the western North Atlantic and menaces shipping is of two distinct sources of origin, although in popular language any piece of ice seen by a traveller in the North Atlantic is spoken of as an iceberg. Icebergs are all of land origin, and represent the seaward ends of glaciers that have calved off through the buoyancy of the sea as the glacier has flowed outwards and downwards from its gathering ground on high Arctic lands. An iceberg is built entirely of consolidated snow, but nevertheless has a hardness that is amply sufficient to cut the steel plates of a ship.

There are very few Arctic lands that have the conditions necessary for the formation of large glaciers, and virtually all the large Arctic icebergs come from the enormous ice-sheet of Greenland. Yet they are small compared with the gigantic towering bergs of the South Polar seas, which have lengths often to be measured in miles and heights of several hundred feet above the waterline. It does not, however, need a particularly large berg to threaten shipping if the weather is thick and misty, as is so often the case in the western North Atlantic, where cold and warm currents of both water and air meet. Small bergs riding low in the water may be very dangerous, and bergs with projecting tongues below water are the worst of all.

Pack-ice or field-ice as it is sometimes called, is in contrast to berg-ice, frozen sea water. The floes of this ice may be hard enough at times, but they are relatively thin and readily disintegrate with rough seas and warm currents, so that they are rarely a menace to shipping on frequented routes.

Their Course.

The icebergs of the North Atlantic are all derived from the western glaciers of Greenland. Melville Bay, where the great ice sheet meets the waters of Baffin Bay, and Disko Bay are notorious for their icebergs. The bergs drift with the current across the bay and southward along the coasts of Baffin Island and Labrador, eventually to be turned adrift in the North Atlantic to the east and south-east of Newfoundland. There they cross the shipping routes between Europe and northern North American ports. They first appear in February, become more numerous in March and April, and reach a maximum in May and June. In July they are less numerous, and as the summer goes on they become rarer, until in the darkest months of the year they are few in number.

A record of bergs passing south along the coast of Newfoundland, and naturally it is incomplete, gives numbers varying from 100 to 1,000 in the course of a year, with an average of 300 to 400. On the United States-Europe track there may be said to be four completely ice-free months, but on the Cape Race (Newfoundland)-Europe track there is none entirely free from ice. South of lat. 40deg. N. bergs are rarely seen. The area where they congregate, break up, and melt lies east of the Grand Banks, between lat. 43deg. and 42deg. N., and covers an area of some 74,000 square miles.

Cause of Variation in Numbers.

The annual variation in the number of bergs and the date of their arrival has been attributed to many causes. This year again the lack of bergs has brought the question into prominence. Of course, as usual, the influence of the Gulf Stream has been invoked, but there are other causes that may be equally or more potent in this respect. The passage of the bergs begins when summer conditions in the North not only allow calving to take place from the ends of the glaciers, but also liberate the bergs that have been imprisoned in the sea-ice during the winter. A prolonged winter season of firm sea-ice would prevent the usual generation of bergs. This is what normal

ly happens in the far North of Greenland. Another possibility is involved in the suggestion that an unusually number of bergs has stranded in shallow water off the coast of Labrador, and so been checked in their passage South. This fatality to the bergs could have been caused only by the coast of Labrador being singularly free from pack-ice, which in spring and early summer invests its coast, and there is no evidence of this having been the case, although it must be admitted that the supply of Arctic pack-ice varies considerably in different years.

Another possible explanation lies in the weakening of the Labrador current. Ocean currents certainly vary from year to year owing to changes in the intensity of atmospheric currents. A weakening of the high atmospheric pressure over the outflow of water from the polar seas and so weaken the Labrador current, but our knowledge of the genesis of polar currents is not sufficient for any definite conclusions to be reached. On the other hand, a strengthening of the Gulf Stream, especially if contemporaneous with a weakening of the Labrador current, would result in warmer water off the Newfoundland Banks, and so a readier disintegration and disappearance of the bergs. Finally, there is one factor that probably is of great importance in reducing the number of bergs—that is the persistence and strength of the winds. A prevalence of northerly winds help bring the bergs South, since their size gives the wind a good hold. Southerly winds, on the contrary,

tend to push them back, or, at least, to check their advance and to hasten their melting. All these problems come within the scope of study of the International Ice Patrol, which guards the shipping routes of the western North Atlantic during the iceberg season.

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tend to push them back, or, at least, to check their advance and to hasten their melting. All these problems come within the scope of study of the International Ice Patrol, which guards the shipping routes of the western North Atlantic during the iceberg season.

SCOTLAND YARD
COMING
KING'S
FOX

FARMER ACCUSED OF MURDER.

SOLICITOR'S HELP REFUSED.

IN COURT IN CRICKET CLOTHES.

Ashford (Kent).—Although the man accused of the murder of the eleven-year-old girl, whose body was found in a Kent wood, refused legal aid when he was before the magistrates, his mother accepted an offer of the services of Mr. Henry Flint, a Chatham solicitor, on her son's behalf.

Mr. Flint represented Miss Helen Campbell, who was known as the "mystery woman" in the Rouse case.

Arthur James Farraday Salvage, aged 23, a former merchant seaman, now a poultry farmer, of Ruckinge, Kent, was charged at Ashford Police Court to-day with the murder of Ivy Mary Godden, aged 11, of Bromley Green, Ruckinge.

Salvage was remanded until Wednesday of next week.

The girl's body was found buried in a shallow grave in a wood half a mile from her home after a two-day search in which many of the villagers joined.

The court-room, a large modern building, was filled when the name of Arthur James Farraday Salvage was called out.

There immediately stepped into the dock a bronzed, curly-haired young man.

Police Visit to Bungalow.

When he was arrested after a cricket practice Salvage wore a blue blazer, grey flannels and an open-neck khaki shirt.

He still had these clothes on in court.

The charge was read out by Superintendent Robertson, and the first witness was Detective Superintendent Avery, who described how he visited Salvage's bungalow last night and asked him to accompany the police to Ashford.

"I told Salvage," said Superintendent Avery, "that as a result of inquiries I had made I would charge him that he had feloniously, wilfully and of malice aforethought, kill and murder on Mary Godden, aged eleven."

"Have you any questions to ask the superintendent?" asked the chairman (Sir Charles Igglesden) as he turned to Salvage.

"No," replied Salvage in a loud, clear voice, but his reply faded away almost to a whisper as he added: "I have no questions to ask."

The magistrate then asked Salvage if anything had been done to provide him with a defence.

Superintendent Robertson explained that an offer had been received from Mr. Henry Flint, but that this offer had been refused.

"It has been repeated this morning," added the Superintendent.

The Magistrate—What do you say now?

Salvage—I have refused the offer.

You refuse the offer made again to-day?—Yes, I refuse the offer.

A Mr. Harrison, who before the court opened had been called into the magistrates' room, stated that Mr. Flint, who was on his way to the court, had been engaged by Mrs. Salvage, the prisoner's mother, by telephone, to defend her son.

Salvage was then remanded.

The Inquest.

The inquest was opened later in the day in the little Mission Hall in the village lane of Ruckinge, a few hundred yards from the place where the girl's body was found and next door to the home of Salvage.

A little further up the lane was the home of the girl's parents.

Colonel Harold Body, the Romney Marsh Coroner, was in charge of the proceedings.

With the Coroner sat as assessor Mr. J. H. Chappell; this procedure being peculiar to Romney Marshes. It is a relic of the Cinque Port days.

At the Coroner's table were the police officers in charge of the case, Detective Superintendent Avery, and Superintendent Robertson. Near them sat Mrs. Salvage, the mother of the man who was charged to-day, with her solicitor, Mr. Henry Flint.

Mr. John Godden said that the girl, his niece, had good health. She was quiet, and was always happy. She attended Orlestone School, Ham-street.

"About 10.45 p.m. on Friday," said Mr. Godden, "my brother informed me that she was missing. I set up and went in search of her all night."

On Saturday he worked part of the morning, and searched during the afternoon and evening. On Sunday he was up early, and, with others, continued the search.

(Continued on next column.)

FIVE GIRLS OVER A THAMES WEIR.

TWO DROWNED.

Two girls were drowned and three other girls narrowly escaped with their lives when their punt overturned in the weir pond at Sunbury-on-Thames.

The drowned were: Miss Jessie Bunstead, (23), of Riverdale-road, Twickenham Park, and

Miss Ivy Mestmaker, (25), of Pendlestone-road, Walthamstow.

Those saved were Miss Nancy Hawk, of Riverdale-road, Twickenham Park, Miss Mabel Sergeant, of Harley-road, Harlesden, and Miss Rosa Farnworth, of Harley-road, Harlesden.

While the girls were punting down a backwater of the Thames the punt was swept cut of their control into the whirling waters beneath the weir.

The punt swung round, came under the 12 foot waterfall of the weir, filled with water, and capsized.

"All the girls were flung into the water and the youngest—a child of about 10 years—disappeared," Mr. A. C. Davis, of the Weir Hotel, told a "News-Chronicle" reporter.

"The other four girls hung on to the punt cushions which floated. Dived into Whirlpool.

"Regardless of the danger several other punts and boats in the backwater raced to the rescue.

"Two of the girls were dragged into a dinghy and two men in a punt saved one—but there was no sign of the others."

The hero of the accident was Albert Dennis, aged 19, of Brixton, who was fishing near by. Dragging off his pull-over he dived into the whirlpool and struck out for the girls. The boats, however, reached them first. Only after a great struggle was he able himself to reach the bank.

The weir is the second largest on the Thames and the whirlpool, in which there have been several previous drowning fatalities, is about 150 yards in diameter.

Mr. Godden said that they started searching just behind the Mission Hall from a spot where the ground was fresh dug.

"The first newly-dug ground we found," he said, "was where a sheep had been buried."

Wilted Shrubs.

"We then came to some woods and after about ten minutes searching I saw a place that had been freshly dug. The reason that I took so much notice was because the young shrubs there were wilted."

"I was fifteen yards ahead of my fellow searchers. I called and asked them what we should do. After a consultation we decided to open the ground."

"I went down on my knees and opened the ground with my hands. I found a piece of sacking, which I cut open with a knife."

"Then I found a piece of brown silk. I cut again and found white cloth. We then decided to call the police."

Dr. James D. Gray, of Ashford, said that on arriving at Ruckinge he was directed to a lonely spot in the wood. There he saw a piece of freshly dug ground covered with withered shrubs and grass. Through an opening in the ground he saw a piece of sacking, inside of which was a body.

"The body was dug up in my presence," said the doctor. "It was completely enveloped in sacking, was lying on its left side, and was trussed with a rope. The rope was looped round both ankles and coiled three times round the neck, where it was tied. The body was discoloured and partly dressed."

"There was considerable bruising on the neck and face and a pressure mark which was probably due to a wooden bat which had been deposited in the dress."

The Assessor—Was it under the sacking?

Dr. Gray—Yes, on the body and under the sacking.

Dr. Gray said that at his request the body was taken to Ashford Hospital, Mercury, where, at the same afternoon, he made another external examination. He found pressure marks just above both ankles which corresponded with the position of the rope.

The Assessor said that he had been told by the police that a man had been charged with the wilful murder of the girl; therefore the Coroner proposed that day to deal only with evidence of identification and medical evidence of the cause of death. After that, they would adjourn the inquest until after the criminal proceedings had been finished.

CHARING CROSS BRIDGE.

THE SCHEMES TO BE RECONSIDERED.

SURPRISE FOR L.C.C.

Sir William Ray, leader of the Majority party, sprang a surprise upon the London County Council yesterday when the question of the proposed new Charing Cross Bridge Bill came before the Council.

He said that in view of statements which had been made in a document circulated to members of the Council by a firm of engineers, and letters which had appeared in the Press in support of them, he proposed to submit to the Council a new line of action.

"The Council, indeed the whole of London, owes a great debt of gratitude to Sir Leslie Scott and the Advisory Committee who have been considering various schemes put forward," said Sir William, "and I want to say quite candidly that the scheme adopted by the Committee would have received the approval of the Council. But the action taken by this firm of engineers makes it necessary to postpone a decision both in the interests of the Advisory Committee and the Council."

"In order to satisfy those who are now making complaints, as well as the general public, I suggest that the Council should approach the Advisory Committee with a view to seeing whether they will reopen the inquiry to the extent of hearing any further plans."

He then moved that the Advisory Committee appointed to deal with Charing Cross Bridge schemes should be reconstituted for the purpose of examining further the proposals upon which scheme No. 4 was based.

Sir Percy Simmons, chairman of the Improvements Committee, seconded the resolution, and Mr. Percy Harris, M.P., and Mr. L. Silkin, leader of the Labour party, supported the motion, which was carried.

Before the Council rose Sir Percy Simmons obtained the Council's permission to withdraw the report recommending that a selected new scheme at a cost of £12,500,000 should be brought before Parliament.

MISS C. PANKHURST ON "SECOND COMING."

MR. L. L. GEORGE PRESIDES AT MEETING.

Miss Christabel Pankhurst and Mr. Lloyd George both spoke on the "Second Coming" at a meeting held in the East Castle-street Welsh Baptist Chapel, Oxford-circuit.

Miss Pankhurst, who delivered an address on "The world's troubles of to-day and the way out," said that from a study of the Bible she saw the redemption of the world from the coming of the Holy One. Suicides were increasing and despair seizing the hearts of men because they had lost the sense of the overwhelming purpose of God.

Mr. Lloyd George, who presided, after referring to the expenditure to-day all over the world on armaments, said:—

"It is time there should be some new thought, some new idea. It is time for the Second Coming to put that right. The world has not yet heard the message which was heralded by the angels. There must be something which will make it reach the human heart."

"I agree with every word that Miss Pankhurst said—that you may have covenants of the League of Nations, Geneva, and Locarno Pacts, and Kellogg Agreements among all nations that war should be outlawed—but you have not yet reached peace until there is a complete change of heart in the nations. You want it not only in nations but in the individual."

Money and Markets

EMPIRE FOOD.

MORE RECORD IMPORTS BY BRITAIN.

A LANCASHIRE "DRIVE."

Despite the world-wide economic depression the demand for Empire products in the United Kingdom has not abated, and during the past year more than twenty new records have been set up by Empire food-stuffs as regards volume of imports into this country. This fact is pointed out in the annual report of the Empire Marketing Board, issued yesterday by the Stationery Office (price 1s. net).

Apples (Canada and New Zealand) reached this country in record quantities in 1930, as did bananas (British West Indies), butter and cheese (New Zealand), coffee (British East Africa), currants (Australia), eggs (Australia and South Africa), lamb (New Zealand), oranges, peaches, plums, sugar, and wine (South Africa), pears from no less than four Dominions, and tobacco (India).

The people of the United Kingdom, the report states, are proving themselves steadily more willing to buy from within the Empire. Among the factors that have combined to bring about this result are: (1) More scientific attention by Empire producers to the need for supporting the natural high quality of their goods by grading and orderly marketing; (2) closer contact between producers overseas and wholesale and retail traders in the United Kingdom; (3) increasing recognition by consumers in the United Kingdom of the excellent and wide range of Empire products.

A Butter "Drive" in Lancashire.

Referring to the recent regional "sales drive" which was undertaken at the beginning of 1931 in Lancashire with a view to increasing the sales of home and overseas Empire butter, the report states the results have been remarkably successful. An office was opened by the Board in Manchester early last January. Calls were made, in the first instance, upon the importers and wholesalers in Liverpool and Manchester, and their co-operation in the scheme secured. The Board's officers then proceeded to call upon every retailer in Manchester and certain other Lancashire towns in order to influence those who did not at present stock Empire Butters.

Out of 6,620 shops visited, 2,940 were selling Empire butters when the campaign began, and before it closed the number had risen to 4,903.

The report says: "The importance of securing the practical interest of the large buyers of food-stuffs, such as local authorities, institutions, hotels, and shipping companies, has been recognised from the outset. . . . During the past year the Board felt justified as a result of the experience they had gained since their formation in beginning serious effort in this field. A special staff was accordingly appointed to call upon local authorities, after suitable introduction, and to discuss with them the extent to which their purchases of Empire goods might be increased. This experiment has already proved to be fully justified."

"Some two hundred authorities have invited the Board to submit suggestions for incorporation in their tender-forms when these are under revision. The new forms of tender became operative in the majority of cases on April 1. It is too early yet to judge of the full effect of the changes which have been made as a result of the advice tendered by the Board, but there is no doubt that the purchasing power of local authorities is in course of being mobilised in the interest of Empire trade in no uncertain fashion."

SCOTLAND YARD
COMING KING'S
FIS

COSTS IN THE COTTON INDUSTRY.

MASTER SPINNERS' MOVE.

The Federation of Master Cotton Spinners is considering a campaign for a general reduction in costs of production which may include reduced wages and longer hours for the operatives. The various district associations comprised within the federation were asked to consider the matter a week or two ago and to report their views to the federation general committee. A special meeting of the general committee was held in Manchester to receive these views, and a long discussion took place on the whole problem of production costs. So far the federation have not approached either the manufacturers or any other section of the industry, but have moved alone.

It was urged by several speakers at the meeting that there could be little hope of success unless joint action was taken by all sections of the industry, and it is understood that these are to be approached through the Joint Committee of Cotton Trade Organisations. No definite decision was reached at the meeting, either on the general question of the best way to reduce production costs or as to the extent of any application that should be made for a wages reduction and an extension of working hours, but the whole matter was referred to a special committee consisting of the executive of the federation along with representatives of each district.

QUEEN'S HELP FOR BRADFORD TRADE.

A MAROCAIN DRESS-LENGTH.

A Lido blue silk marocain has been chosen by the Queen out of the Yorkshire-made fabrics submitted to her by the Lord Mayor of Bradford following her Majesty's decision to accept a dress-length with a view to helping Bradford's trade by calling attention to the quality of the city's cloths. The fabric chosen is a mixture of wool and silk. The King has chosen a navy blue striped serge suit especially suitable for summer wear. The materials were displayed yesterday for the first time at the Bradford Wool Fair, and they aroused considerable interest.

Suits made from two materials selected by Prince George during his recent tour of the West Riding will be on view at the Wool Fair from Friday next. They will be worn by men mannequins selected from the unemployed of Bradford and especially trained in deportment. Prince George also chose a suit for the Prince of Wales during his visit to Yorkshire.

JUST ARRIVED A SHIPMENT OF TUBORG BEER

TUBORG

Purveyors to The Royal Danish Court.

The most popular Danish Beer on the Market.

Per Case of 4 Doz. Qts. or 6 Doz. Pts.—\$30.00.

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ELECTRICAL
ENGINEERS.

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Length 787 Feet

Length on Blocks 750 Feet

Depth on Centre of

511 (N.W.S.T.) 34 ft. 6 ins.

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Capable of Handling Ships Up

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Capable of Lifting 100 Tons

at 70 Feet Radius.

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RAPID HARDENING

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EXPECTED ARRIVALS AND MOVEMENTS.

Aeneas due from Europe Aug. 22.
Africa Maru due from Japan Aug. 22.
Andre Lebon due from Shanghai Aug. 4.
Antenor due from Shanghai Aug. 5.
Asphalion due from New York Sept. 7.
Burgeland due from Europe Aug. 10.
Calcutta Maru arrived here Aug. 3.
Carnarvonshire due from Europe Aug. 14.
Changie due from Australia Aug. 11.
Chichibu Maru due here Aug. 15.
Coblenz due from North China ports Aug. 22.
Delagoa Maru due here Aug. 12.
Emp. of Canada due from Shanghai Aug. 7.
Emp. of Japan due from Vancouver Sept. 4.
Emp. of Russia due from Vancouver Aug. 10.
Eumaeus due from Europe Aug. 8.
Fulda due from Europe Aug. 24.
Fushimi Maru due here Aug. 21.
General Metzinger due from Saigon Aug. 4.
Glengarry due from Japan Aug. 23.
Gloucester due from Europe Aug. 28.
Hector due from North China ports Sept. 2.
Hise Maru due here Aug. 23.
Isar due from Japan Aug. 11.
Iyo Maru due here Aug. 10.
Kisano Maru due here Aug. 21.
Kumoriand due from Japan Aug. 17.
Laomedon due from New York Aug. 12.
McBourne Maru due from Japan Aug. 5.
Menestheus due from Europe Sept. 7.
Oldenburg due from Singapore Aug. 5.
Oregon Star due from Europe Aug. 14.
Orestes due from Europe Aug. 22.
Perseus due from Europe Aug. 13.
Philoctetes due from North China ports Aug. 18.
Pres. Adams due from Shanghai Aug. 8.
Pres. Grant arrived from Manila Aug. 3.
Pres. Lincoln due from Japan Aug. 10.
Protosilaus due from Japan Aug. 12.
Rajputana due from Japan Aug. 14.
Rhexenor due here Aug. 7.
Saale due from Europe Aug. 11.
Soudan due from Europe Aug. 6.
Suwa Maru due from Shanghai Aug. 7.
Taiping due from Australia Sept. 10.
Taiyo Maru due from Shanghai Aug. 7.
Taketoyo Maru due here Aug. 14.
Tanda due from Manila Aug. 5.
Teiresias due from Europe Sept. 1.
Terukuni Maru due from Straits Aug. 5.
Tjikembang arrived from Amoy Aug. 2.
Toyohashi Maru arrived here Aug. 2.
Trave due from Europe Europe Sept. 4.
Vogtland due from Europe Sept. 2.
Yuensang arrived from Straits Aug. 3.

SHIPS IN HARBOUR

The following merchant ships were in port yesterday:—
Wharves.—Kowloon: Pres. Grant, Yuensang, Glenamoy, Hol's, Agapenor, City of Heford; Osaka Shosen Kaisha: Canton Maru.
Docks.—Kowloon: Linchow, Nell-Jore, Hellas, Kwansang; Tai-cho: Fatshan, Asama Maru, Luchow.
Buoys.—At Tjikembang, T2 Coy-lon, A5 Kwangchow, A6 Diana Dollar, A8 Atago Maru, A10 Kal-gan, A12 Annam, A13 Totsu Maru, A14 Lyeemoo, A17 Pleasantville, B3 Tainan, B4 Yuen Lee, B5 Linan, B14 Nanchang, B15 Anshan, B16 Halvard, B17 Hellas, B18 Dorry, B20 Anhui, B21 Sungshan Maru, B22 Yusang, B24 Binalang, B25 Hokkoku Maru, C1 Mao Lee, C2 An Lea, C3 Kaitangata, C4 Pong Tong, C5 Tonkin, C6 Kweichow.

STEAMERS' MOVEMENTS.

The R.M.S. Empress of Canada arrived at Koke on Sunday at 11 a.m., left the same day at 6 p.m., is due at Shanghai to-day at 6 p.m., and leaves to-morrow at noon.

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If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

ADVERTISED SAILINGS FROM HONG KONG

ADELPHI

Andre Lebon, M.M., Aug. 4.
Suwa Maru, N.Y.K., Aug. 8.
Tevere, Dodwell's, Aug. 9.
Angers, M.M., Aug. 18.
Fushimi Maru, N.Y.K., Aug. 22.
Hilda, Dodwell's, Aug. 30.
General Metzinger, M.M., Sept. 1.
Gange, Dodwell's, Sept. 6.

AMSTERDAM

Pres. Adams, Dollar, Aug. 9.
Pres. Harrison, Dollar, Aug. 23.
Pres. Hayes, Dollar, Sept. 6.

AMOI

Haining, Douglas, Aug. 4.
Yuensang, Jardine's, Aug. 6.
Tjinegara, J.C.J.L., Aug. 6.
Tainan, B. & S., Aug. 6.
Haining, Douglas, Aug. 7.
Antung, B. & S., Aug. 10.
Haining, Douglas, Aug. 11.
Tjialak, J.C.J.L., Aug. 11.
Taima, B.I., Aug. 14.
Kumsang, Jardine's, Aug. 19.
Takada, B.I., Aug. 23.
Suisang, Jardine's, Sept. 2.

ANTWERP

Somali, P. & O., Aug. 8.
Suwa Maru, N.Y.K., Aug. 8.
Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 22.
Karmala, P. & O., Aug. 23.
Annam, Manners, Aug. 31.

AUSTRALIAN PORTS

Changie, B. & S., Aug. 18.
Kisano Maru, N.Y.K., Aug. 22.
Tanda, E. & A., Sept. 2.

BALIC PORTS

Annam, Manners, Aug. 31.

BALTIMORE

Laganbank, Bank, Aug. 6.
Rhexenor, B.F., Aug. 7.
Taybank, Bank, Sept. 7.

BANGKOK

Kalgan, B. & S., Aug. 9.

BARCELONA

Kulmerland, Jenson, Aug. 17.
Coblenz, Melchers, Aug. 22.

BELAWAN-DELL

Van Heutz, J.C.J.L., Aug. 13.

BOMBAY

Kidderpore, P. & O., Aug. 6.
Tevere, Dodwell's, Aug. 9.
Iyo Maru, N.Y.K., Aug. 11.
Rajputana, P. & O., Aug. 15.
Alipore, P. & O., Aug. 19.
Nagato Maru, N.Y.K., Aug. 27.
Hilda, Dodwell's, Aug. 30.
Gange, Dodwell's, Sept. 6.

BOSTON

Laganbank, Bank, Aug. 6.
Rhexenor, B.F., Aug. 7.
Pres. Adams, Dollar, Aug. 9.
Taketoyo Maru, N.Y.K., Aug. 15.
Tai Yang, Dodwell's, Aug. 18.
Kumsang, Jardine's, Aug. 21.
Pres. Harrison, Dollar, Aug. 23.
Chinese Prince, Furness, Aug. 25.
Pres. Hayes, Dollar, Sept. 6.
Taybank, Bank, Sept. 7.

BREMEN

Isar, Melchers, Aug. 11.
Frankfurt, Melchers, Aug. 18.
Coblenz, Melchers, Aug. 22.
Annam, Manners, Aug. 31.
Saale, Melchers, Sept. 9.

BRINDISI

Tevere, Dodwell's, Aug. 9.
Hilda, Dodwell's, Aug. 30.
Gange, Dodwell's, Sept. 6.

CALCUTTA

Tilawa, B.I., Aug. 8.
Tottori Maru, N.Y.K., Aug. 8.
Kutsang, Jardine's, Aug. 10.
Akita Maru, N.Y.K., Aug. 15.
Hoang, Jardine's, Aug. 18.
Santhia, B.I., Aug. 23.
Yuensang, Jardine's, Aug. 25.
Taima, B.I., Sept. 8.

CASABLANCA

Philoctetes, B.F., Aug. 18.
Karmala, P. & O., Aug. 23.

CEBU

Rhexenor, B.F., Aug. 7.
Chipshing, Jardine's, Aug. 7.
Huichow, B. & S., Aug. 18.
Cheongshing, Jardine's, Aug. 21.

COLOMBO

Andre Lebon, M.M., Aug. 4.
Antenor, B.F., Aug. 5.
Kidderpore, P. & O., Aug. 6.
Suwa Maru, N.Y.K., Aug. 8.
Pres. Adams, Dollar, Aug. 9.
Tevere, Dodwell's, Aug. 9.
Iyo Maru, N.Y.K., Aug. 11.
Angers, M.M., Aug. 18.
Alipore, P. & O., Aug. 19.
Glengarry, Jardine's, Aug. 21.
Fushimi Maru, N.Y.K., Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Nagato Maru, N.Y.K., Aug. 27.
Hilda, Dodwell's, Aug. 30.
General Metzinger, M.M., Sept. 1.
Hector, B.F., Sept. 2.
Glenamoy, Jardine's, Sept. 4.
Pres. Hayes, Dollar, Sept. 6.
Gange, Dodwell's, Sept. 9.

COPENHAGEN

Annam, Manners, Aug. 31.

DALNY

Newchwang, B. & S., Aug. 4.
Linan, B. & S., Aug. 10.
Saale, Melchers, Aug. 11.
Fulda, Melchers, Aug. 24.
Aeneas, B.F., Aug. 25.

DUTCH PORTS

Antenor, B.F., Aug. 5.
Somali, P. & O., Aug. 8.
Suwa Maru, N.Y.K., Aug. 8.
Isar, Melchers, Aug. 11.
Kulmerland, Jenson, Aug. 17.
City of Lille, Bank, Aug. 18.
Frankfurt, Melchers, Aug. 18.
Philoctetes, B.F., Aug. 18.
Glengarry, Jardine's, Aug. 21.
Coblenz, Melchers, Aug. 22.
Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 22.
Santhia, B.I., Aug. 23.
Karmala, P. & O., Aug. 23.
Annam, Manners, Aug. 31.
Japan, Gilman's, Sept. 1.
Hector, B.F., Sept. 2.
City of Halifax, Bank, Sept. 4.
Glenamoy, Jardine's, Sept. 4.
Oldenburg, Jenson, Sept. 5.
Saale, Melchers, Sept. 9.

FOOCHOW

Haining, Douglas, Aug. 4.
Chipshing, Jardine's, Aug. 7.
Haining, Douglas, Aug. 7.
Huichow, B. & S., Aug. 18.
Cheongshing, Jardine's, Aug. 21.

GENOA

Pres. Adams, Dollar, Aug. 9.
Tevere, Dodwell's, Aug. 9.
Delagoa Maru, N.Y.K., Aug. 13.
Kulmerland, Jenson, Aug. 17.
Frankfurt, Melchers, Aug. 18.
Coblenz, Melchers, Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Hilda, Dodwell's, Aug. 30.
Japan, Gilman's, Sept. 1.
Oldenburg, Jenson, Sept. 5.
Pres. Hayes, Dollar, Sept. 6.
Gange, Dodwell's, Sept. 9.

GLASGOW

Antenor, B.F., Aug. 5.
Laomedon, B.F., Aug. 21.
Eumaeus, B.F., Sept. 1.
Hector, B.F., Sept. 2.

GOTHENBURG

Japan, Gilman's, Sept. 1.

HAIPHONG AND HOIHOW

Kiungchow, B. & S., Aug. 14.

HAMBURG

Antenor, B.F., Aug. 5.
Somali, P. & O., Aug. 8.
Isar, Melchers, Aug. 11.
Kulmerland, Jenson, Aug. 17.
City of Lille, Bank, Aug. 18.
Frankfurt, Melchers, Aug. 18.
Philoctetes, B.F., Aug. 18.
Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Karmala, P. & O., Aug. 23.
General Metzinger, M.M., Sept. 1.
Hector, B.F., Sept. 2.
Pres. Hayes, Dollar, Sept. 6.
Saale, Melchers, Sept. 9.

HANKOW

Eumaeus, B.F., Aug. 8.

HAVRE

Somali, P. & O., Aug. 8.
City of Lille, Bank, Aug. 18.
Laomedon, B.F., Aug. 21.
Annam, Manners, Aug. 31.
Eumaeus, B.F., Sept. 1.

HONOLULU

Pres. Grant, A.M.L., Aug. 4.
Asama Maru, N.Y.K., Aug. 5.
Pres. Lincoln, Dollar, Aug. 18.
Taiyo Maru, N.Y.K., Aug. 18.
Pres. Pierce, Dollar, Sept. 1.

HULL

Somali, P. & O., Aug. 8.
Padua, P. & O., Aug. 22.
Karmala, P. & O., Aug. 23.

JAPAN PORTS

General Metzinger, M.M., Aug. 4.
Pres. Grant, A.M.L., Aug. 4.
Asama Maru, N.Y.K., Aug. 5.
Oldenburg, Jenson, Aug. 17.
Terukuni Maru, N.Y.K., Aug. 5.
Yuensang, Jardine's, Aug. 6.
Calcutta, Maru, N.Y.K., Aug. 6.
Tanda, E. & A., Aug. 8.
Soudan, P. & O., Aug. 8.
Saale, Melchers, Aug. 11.
Laomedon, B.F., Aug. 12.
Porosus, B.F., Aug. 13.
Carnarvonshire, Jardine's, Aug. 14.
Cathay, P. & O., Aug. 14.
Oregon Star, B. & S., Aug. 14.
Taima, B.I., Aug. 14.
Emp. of Canada, C.P.S., Aug. 15.
Taketoyo Maru, N.Y.K., Aug. 15.
Burgeland, Jenson, Aug. 16.
Sphinx, M.M., Aug. 18.
Tai Yang, Dodwell's, Aug. 18.
Taiyo Maru, N.Y.K., Aug. 18.
Gange, Dodwell's, Aug. 19.
Kumsang, Jardine's, Aug. 19.
Nagato Maru, N.Y.K., Aug. 21.
Pres. Harrison, Dollar, Aug. 23.
Chinese Prince, Furness, Aug. 25.
Pres. Hayes, Dollar, Sept. 6.
Taybank, Bank, Sept. 7.

KANTON

Isar, Melchers, Aug. 11.
Frankfurt, Melchers, Aug. 18.
Japan, Gilman's, Sept. 1.
Saale, Melchers, Sept. 9.

KANGAROO

Kiungchow, B. & S., Aug. 14.

KARACHI

Pres. Grant, A.M.L., Aug. 4.
Taketoyo Maru, N.Y.K., Aug. 15.
Pres. Lincoln, A.M.L., Aug. 18.
Tai Yang, Dodwell's, Aug. 18.
Kumsang, Jardine's, Aug. 21.
Pres. Pierce, Dollar, Sept. 1.

KATMANDU

Antenor, B.F., Aug. 5.
Kidderpore, P. & O., Aug. 6.
Suwa Maru, N.Y.K., Aug. 8.
Tilawa, B.I., Aug. 8.
Tottori Maru, N.Y.K., Aug. 8.
Pres. Adams, Dollar, Aug. 9.
Kutsang, Jardine's, Aug. 10.
Iyo Maru, N.Y.K., Aug. 11.
Delagoa Maru, N.Y.K., Aug. 12.
Van Heutz, J.C.J.L., Aug. 13.
Akita Maru, N.Y.K., Aug. 15.
Angers, M.M., Aug. 18.
Frankfurt, Melchers, Aug. 18.
Hoang, Jardine's, Aug. 18.
Philoctetes, B.F., Aug. 18.
Alipore, P. & O., Aug. 19.
Glengarry, Jardine's, Aug. 21.
Laomedon, B.F., Aug. 21.
Fushimi Maru, N.Y.K., Aug. 22.
Santhia, B.I., Aug. 23.
Pres. Harrison, Dollar, Aug. 23.
Nagato Maru, N.Y.K., Aug. 27.
Hilda, Dodwell's, Aug. 30.
General Metzinger, M.M., Sept. 1.
Hector, B.F., Sept. 2.
Glenamoy, Jardine's, Sept. 4.
Pres. Hayes, Dollar, Sept. 6.
Gange, Dodwell's, Sept. 9.

KATMANDU

Antenor, B.F., Aug. 5.
Kidderpore, P. & O., Aug. 6.
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Tottori Maru, N.Y.K., Aug. 8.
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Glengarry, Jardine's, Aug. 21.
Laomedon, B.F., Aug. 21.
Fushimi Maru, N.Y.K., Aug. 22.
Santhia, B.I., Aug. 23.
Pres. Harrison, Dollar, Aug. 23.
Nagato Maru, N.Y.K., Aug. 27.
Hilda, Dodwell's, Aug. 30.
General Metzinger, M.M., Sept. 1.
Hector, B.F., Sept. 2.
Glenamoy, Jardine's, Sept. 4.
Pres. Hayes, Dollar, Sept. 6.
Gange, Dodwell's, Sept. 9.

KATMANDU

Antenor, B.F., Aug. 5.
Kidderpore, P. & O., Aug. 6.
Suwa Maru, N.Y.K., Aug. 8.
Tilawa, B.I., Aug. 8.
Tottori Maru, N.Y.K., Aug. 8.
Pres. Adams, Dollar, Aug. 9.
Kutsang, Jardine's, Aug. 10.
Iyo Maru, N.Y.K., Aug. 11.
Delagoa Maru, N.Y.K., Aug. 12.
Van Heutz, J.C.J.L., Aug. 13.
Akita Maru, N.Y.K., Aug. 15.
Angers, M.M., Aug. 18.
Frankfurt, Melchers, Aug. 18.
Hoang, Jardine's, Aug. 18.
Philoctetes, B.F., Aug. 18.
Alipore, P. & O., Aug. 19.
Glengarry, Jardine's, Aug. 21.
Laomedon, B.F., Aug. 21.
Fushimi Maru, N.Y.K., Aug. 22.
Santhia, B.I., Aug. 23.
Pres. Harrison, Dollar, Aug. 23.
Nagato Maru, N.Y.K., Aug. 27.
Hilda, Dodwell's, Aug. 30.
General Metzinger, M.M., Sept. 1.
Hector, B.F., Sept. 2.
Glenamoy, Jardine's, Sept. 4.
Pres. Hayes, Dollar, Sept. 6.
Gange, Dodwell's, Sept. 9.

KATMANDU

Antenor, B.F., Aug. 5.
Kidderpore, P. & O., Aug. 6.
Suwa Maru, N.Y.K., Aug. 8.
Tilawa, B.I., Aug. 8.
Tottori Maru, N.Y.K., Aug. 8.
Pres. Adams, Dollar, Aug. 9.
Kutsang, Jardine's, Aug. 10.
Iyo Maru, N.Y.K., Aug. 11.
Delagoa Maru, N.Y.K., Aug. 12.
Van Heutz, J.C.J.L., Aug. 13.
Akita Maru, N.Y.K., Aug. 15.
Angers, M.M., Aug. 18.
Frankfurt, Melchers, Aug. 18.
Hoang, Jardine's, Aug. 18.
Philoctetes, B.F., Aug. 18.
Alipore, P. & O., Aug. 19.
Glengarry, Jardine's, Aug. 21.
Laomedon, B.F., Aug. 21.
Fushimi Maru, N.Y.K., Aug. 22.
Santhia, B.I., Aug. 23.
Pres. Harrison, Dollar, Aug. 23.
Nagato Maru, N.Y.K., Aug. 27.
Hilda, Dodwell's, Aug. 30.
General Metzinger, M.M., Sept. 1.
Hector, B.F., Sept. 2.
Glenamoy, Jardine's, Sept. 4.
Pres. Hayes, Dollar, Sept. 6.
Gange, Dodwell's, Sept. 9.

LONDON

Antenor, B.F., Aug. 5.
Somali, P. & O., Aug. 8.
Suwa Maru, N.Y.K., Aug. 8.
Isar, Melchers, Aug. 11.
Tevere, Dodwell's, Aug. 9.
Rajputana, P. & O., Aug. 15.
City of Lille, Bank, Aug. 18.
Philoctetes, B.F., Aug. 18.
Glengarry, Jardine's, Aug. 21.
Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 22.
Karmala, P. & O., Aug. 23.
Hilda, Dodwell's, Aug. 30.
Rector, B.F., Sept. 2.
City of Halifax, Bank, Sept. 4.
Glenamoy, Jardine's, Sept. 4.
Gange, Dodwell's, Sept. 9.

LOS ANGELES

Pres. Grant, A.M.L., Aug. 4.
Asama Maru, N.Y.K., Aug. 5.
Pres. Lincoln, A.M.L., Aug. 18.
Tai Yang, Dodwell's, Aug. 18.
Taiyo Maru, N.Y.K., Aug. 18.
Pres. Pierce, Dollar, Sept. 1.

MANILA

Tjikembang, J.C.J.L., Aug. 4.
Emp. of Canada, C.P.S., Aug. 7.
Rhexenor, B.F., Aug. 7.
Taiyo Maru, N.Y.K., Aug. 8.
Pres. Adams, Dollar, Aug. 9.
Pres. Lincoln, Dollar, Aug. 11.
Pres. Madison, A.M.L., Aug. 11.
Changie, B. & S., Aug. 18.
Tjinegara, J.C.J.L., Aug. 18.
Emp. of Russia, C.P.S., Aug. 20.
Laomedon, B.F., Aug. 21.
Coblenz, Melchers, Aug. 22.
Kumsang, Jardine's, Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Pres. Pierce, Dollar, Aug. 23.
Pres. Cleveland, Dollar, Aug. 29.
Eumaeus, B.F., Sept. 1.
Japan, Gilman's, Sept. 1.
Tanda, E. & A., Sept. 2.
Emp. of Japan, C. P. S., Sept. 4.
Pres. Hayes, Dollar, Sept. 6.

MARSEILLES

Andre Lebon, M.M., Aug. 4.
Antenor, B.F., Aug. 5.
Somali, P. & O., Aug. 8.
Suwa Maru, N.Y.K., Aug. 8.
Pres. Adams, Dollar, Aug. 9.
Isar, Melchers, Aug. 11.
Delagoa Maru, N.Y.K., Aug. 13.
Rajputana, P. & O., Aug. 15.
Angers, M.M., Aug. 18.
City of Lille, Bank, Aug. 18.
Frankfurt, Melchers, Aug. 18.
Philoctetes, B.F., Aug. 18.
Fushimi Maru, N.Y.K., Aug. 22.
Padua, P. & O., Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Karmala, P. & O., Aug. 23.
General Metzinger, M.M., Sept. 1.
Hector, B.F., Sept. 2.
Pres. Hayes, Dollar, Sept. 6.
Saale, Melchers, Sept. 9.

MELBOURNE

Suwa Maru, N.Y.K., Aug. 8.
Pres. Adams, Dollar, Aug. 9.
Fushimi Maru, N.Y.K., Aug. 22.
Pres. Harrison, Dollar, Aug. 23.
Chinese Prince, Furness, Aug. 25.
Pres. Hayes, Dollar, Sept. 6.

NEW GUINEA

Bremerhaven, Melchers, Aug. 14.

NEW YORK, BOSTON, etc.

Pres. Grant, A.M.L., Aug. 4.
Laganbank, Bank, Aug. 6.
Rhexenor, B.F., Aug. 7.
Pres. Adams, Dollar, Aug. 9.
Taketoyo Maru, N.Y.K., Aug. 15.
Pres. Lincoln, A.M.L., Aug. 18.
Tai Yang, Dodwell's, Aug. 18.
Kumsang, Jardine's, Aug. 21.
Pres. Harrison, Dollar, Aug. 23.
Chinese Prince, Furness, Aug. 25.
Pres. Hayes, Dollar, Sept. 6.
Taybank, Bank, Sept. 7.

NEWCHWANG

Newchwang, B. & S., Aug. 4.
Linan, B. & S., Aug. 10.
Chennan, B. & S., Aug. 10.

NORTH CHINA PORTS

Saale, Melchers, Aug. 11.
Taketoyo Maru, N.Y.K., Aug. 15.
Fulda, Melchers, Aug. 24.
Aeneas, B.F., Aug. 25.
Trave, Melchers, Sept. 4.

ORAN

Isar, Melchers, Aug. 11.
Frankfurt, Melchers, Aug. 18.
Japan, Gilman's, Sept. 1.
Saale, Melchers, Sept. 9.

PAKHOL

Kiungchow, B. & S., Aug. 14.

PANAMA

Pres. Grant, A.M.L., Aug. 4.
Taketoyo Maru, N.Y.K., Aug. 15.
Pres. Lincoln, A.M.L., Aug. 18.
Tai Yang, Dodwell's, Aug. 18.
Kumsang, Jardine's, Aug. 21.
Pres. Pierce, Dollar, Sept. 1.

PENANG

Antenor, B.F., Aug. 5.
Kidderpore, P. & O., Aug. 6.
Suwa Maru, N.Y.K., Aug. 8.
Tilawa, B.I., Aug. 8.
Tottori Maru, N.Y.K., Aug. 8.
Pres. Adams, Dollar, Aug. 9.
Kutsang, Jardine's, Aug. 10.
Iyo Maru, N.Y.K., Aug. 11.
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Glenamoy, Jardine's, Sept. 4.
Pres. Hayes, Dollar, Sept. 6.
Gange, Dodwell's, Sept. 9.
Saale, Melchers, Sept. 9.

PORT SAID

Andre Lebon, M.M., Aug. 4.
Antenor,

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI, TIENTSIN, NEWCHOW & DALNY. "NEWCHOW" On 4th Aug. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN. "SOOCHOW" On 4th Aug. 5 p.m.
SANTAO, SHANGHAI, NEWCHOW & DALNY. "LINAN" On 5th Aug. 5 p.m.
AMOI & SHANGHAI. "TSINAN" On 6th Aug. 5 p.m.
SWATOW & SHANGHAI. "KWANGTUNG" On 7th Aug. 3 p.m.
SWATOW, SHANGHAI & TIENTSIN. "SHANTUNG" On 9th Aug. 3 p.m.
SWATOW & SHANGHAI. "KALGAN" On 9th Aug. 4 p.m.
SWATOW, AMOI, SWATOW & SHANGHAI. "ANTUNG" On 10th Aug. 4 p.m.
S'HAL, NEWCHOW & DALNY. "CHENAN" On 10th Aug. 5 p.m.
HONGKONG, PAKHOI & HAIPHONG. "KIUNGCHOW" On 14th Aug. Noon
SWATOW, FOOCHOW, WENHAI, CHEFOO & TIENTSIN. "HUICHOW" On 18th Aug. 3 p.m.

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CHANGTAE 11th Aug. 18th Aug. 21st Aug. 24th Aug. 27th Aug.
TAIPING 14th Aug. 21st Aug. 24th Aug. 27th Aug. 30th Aug.
CHANGTAE 17th Aug. 24th Aug. 27th Aug. 30th Aug. 31st Aug.
TAIPING 20th Aug. 27th Aug. 30th Aug. 31st Aug. 1st Sept.

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M.S. "Danmark" 28th August 31st August
M.S. "Java" 28th Sept. 28th Oct.
M.S. "Malaya" 28th Oct. 28th Nov.
M.S. "Afrika" 28th Nov. 28th Dec.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	AUGUST 2, 1931.										AUGUST 3, 1931.									
	Barom.	Therm.	Wind	Humid.	Clouds	Visib.	State	Barom.	Therm.	Wind	Humid.	Clouds	Visib.	State	Barom.	Therm.	Wind	Humid.	Clouds	Visib.
Windward	29.91	75.7	SE	2	0	6	29.73	75.2	SE	4	0	6	29.73	75.2	SE	4	0	6	29.73	75.2
Nemuro	29.88	76.1	S	1	0	5	29.90	76.1	S	1	0	5	29.90	76.1	S	1	0	5	29.90	76.1
Hakodate	30.02	76.2	SSE	1	0	5	30.04	76.1	SSE	1	0	5	30.04	76.1	SSE	1	0	5	30.04	76.1
Tokyo	30.08	76.4	S	1	0	5	30.02	76.0	S	1	0	5	30.02	76.0	S	1	0	5	30.02	76.0
Kobe	30.04	76.0	SE	1	0	5	29.94	76.0	SE	1	0	5	29.94	76.0	SE	1	0	5	29.94	76.0
Nagasaki	30.00	76.0	WNW	1	0	5	29.84	76.0	WNW	1	0	5	29.84	76.0	WNW	1	0	5	29.84	76.0
Kagoshima	29.98	76.1	SE	0	0	5	29.82	76.1	SE	0	0	5	29.82	76.1	SE	0	0	5	29.82	76.1
Oshima	29.94	76.0	SE	1	0	5	29.82	76.0	SE	1	0	5	29.82	76.0	SE	1	0	5	29.82	76.0
Naha	29.90	76.3	NE	2	0	5	29.80	76.3	NE	2	0	5	29.80	76.3	NE	2	0	5	29.80	76.3
Ishigakijima	29.90	76.0	E	2	0	5	29.80	76.0	E	2	0	5	29.80	76.0	E	2	0	5	29.80	76.0
Bonin Island	29.92	76.0	E	0	0	5	29.74	76.0	E	0	0	5	29.74	76.0	E	0	0	5	29.74	76.0
Chefoo	29.99	76.1	NE	1	0	5	29.89	76.1	NE	1	0	5	29.89	76.1	NE	1	0	5	29.89	76.1
Shanghai	29.85	75.2	S	3	0	5	29.89	75.2	S	3	0	5	29.89	75.2	S	3	0	5	29.89	75.2
Gutalei	29.92	75.4	SSE	4	0	5	29.89	75.4	SSE	4	0	5	29.89	75.4	SSE	4	0	5	29.89	75.4
Wanshow	29.89	75.2	SE	4	0	5	29.89	75.2	SE	4	0	5	29.89	75.2	SE	4	0	5	29.89	75.2
Foochow	29.82	75.7	SSE	4	0	5	29.84	75.7	SSE	4	0	5	29.84	75.7	SSE	4	0	5	29.84	75.7
Amoy	29.74	75.4	S	3	0	5	29.77	75.4	S	3	0	5	29.77	75.4	S	3	0	5	29.77	75.4
Swatow	29.85	75.3	S	2	0	5	29.85	75.3	S	2	0	5	29.85	75.3	S	2	0	5	29.85	75.3
Taihu	29.87	75.3	S	2	0	5	29.87	75.3	S	2	0	5	29.87	75.3	S	2	0	5	29.87	75.3
Taiwan	29.85	75.3	NNW	2	0	5	29.85	75.3	NNW	2	0	5	29.85	75.3	NNW	2	0	5	29.85	75.3
Kashan	29.85	75.3	NE	4	0	5	29.85	75.3	NE	4	0	5	29.85	75.3	NE	4	0	5	29.85	75.3
Pescadore	29.87	75.3	N	2	0	5	29.87	75.3	N	2	0	5	29.87	75.3	N	2	0	5	29.87	75.3
Hong Kong	29.74	75.4	E	4	0	5	29.74	75.4	E	4	0	5	29.74	75.4	E	4	0	5	29.74	75.4
Gap Rock	29.71	75.4	E	4	0	5	29.71	75.4	E	4	0	5	29.71	75.4	E	4	0	5	29.71	75.4
Macao	29.69	75.1	SE	4	0	5	29.69	75.1	SE	4	0	5	29.69	75.1	SE	4	0	5	29.69	75.1
Hoihow	29.76	75.3	SE	4	0	5	29.76	75.3	SE	4	0	5	29.76	75.3	SE	4	0	5	29.76	75.3
Prata Island	29.89	75.1	SSE	4	0	5	29.89	75.1	SSE	4	0	5	29.89	75.1	SSE	4	0	5	29.89	75.1
Phulien	29.89	75.1	SE	4	0	5	29.89	75.1	SE	4	0	5	29.89	75.1	SE	4	0	5	29.89	75.1
Tourane	29.72	75.3	SE	4	0	5	29.72	75.3	SE	4	0	5	29.72	75.3	SE	4	0	5	29.72	75.3
Cape St. James	29.76	75.0	NE	4	0	5	29.76	75.0	NE	4	0	5	29.76	75.0	NE	4	0	5	29.76	75.0
Basco	29.76	75.0	NE	4	0	5	29.76	75.0	NE	4	0	5	29.76	75.0	NE	4	0	5	29.76	75.0
Aparri	29.72	75.3	NE	4	0	5	29.72	75.3	NE	4	0	5	29.72	75.3	NE	4	0	5	29.72	75.3
Tuguegarao	29.72	75.3	NW	4	0	5	29.72	75.3	NW	4	0	5	29.72	75.3	NW	4	0	5	29.72	75.3
Vigan	29.71	75.4	NW	4	0	5	29.71	75.4	NW	4	0	5	29.71	75.4	NW	4	0	5	29.71	75.4
Manila	29.71	75.4	SW	2	0	5	29.71	75.4	SW	2	0	5	29.71	75.4	SW	2	0	5	29.71	75.4
Legaspi	29.71	75.4	NE	2	0	5	29.71	75.4	NE	2	0	5	29.71	75.4	NE	2	0	5	29.71	75.4
Calbayog	29.72	75.0	N	2	0	5	29.72	75.0	N	2	0	5	29.72	75.0	N	2	0	5	29.72	75.0
Talloban	29.70	75.3	N	3	0	5	29.70	75.3	N	3	0	5	29.70	75.3	N	3	0	5	29.70	75.3
Iloilo	29.71	75.4	NE	2	0	5	29.71	75.4	NE	2	0	5	29.71	75.4	NE	2	0	5	29.71	75.4
Cebu	29.71	75.4	SSE	4	0	5	29.71	75.4	SSE	4	0	5	29.71	75.4	SSE	4	0	5	29.71	75.4
Surigao	29.72	75.4	W	4	0	5	29.72	75.4	W	4	0	5	29.72	75.4	W	4	0	5	29.72	75.4
Saipan	11.00																			
Guam	12.22	29.78	SE	4	0	5	29.82	75.7	SE	4	0	5	29.82	75.7	SE	4	0	5	29.82	75.7
Yap	11.00	29.78	SSE	2	0	5	29.89	75.9	SSE	2	0	5	29.89	75.9	SSE	2	0	5	29.89	75.9
Pelew																				
Labuan	12	29.94	SE	4	0	5														

August 2d, 10A. 55m.—Warning to Hong Kong, Coast Ports, etc.—Typhoon of unknown intensity within 120 miles of Lat. 21° N. Long. 129° E., moving W.N.W.
August 3d, 10A. 55m.—Depressions are shown over Indo-China and to the north of Korea. There appears to be a typhoon about 400 miles E. of the Bashi Channel moving W.N.W.
Shanghai warning: 2d, 10A. 00m.—Typhoon of unknown intensity within 120 miles of Lat. 22° N. Long. 131° E., moving W.N.W. Recd. 2d, 10A. 36m.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.11 inch. Total since January 1, 49.26 inches; against an average of 53.02 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON AUGUST 4.

1.—Shanghai to Turnabout S. or variable winds, light to moderate; fair generally.
2.—Turnabout to Hong Kong N.E. winds, moderate; fair generally.
3.—Hong Kong to Gap Rock E. winds, moderate; fair to showery.
4.—Hong Kong to Hainan Straits E. winds, moderate; fair to showery.
5.—North China Sea None.

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, August 3.

	Previous On Date	On Date	at 4 p.m.	at 10 a.m.	at 4 p.m.
Barometer...	29.71	29.77	29.75		
Temperature...	81	84	82		
Humidity...	85	86	78		
Wind—					
Direction	E	ENE	E		
Force	5	5	4		
Weather	OP	BU	BO		
Rain	0.14	0.0	0.11		

Highest open-air Temperature, 81.8
Lowest open-air Temperature, 71.7

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

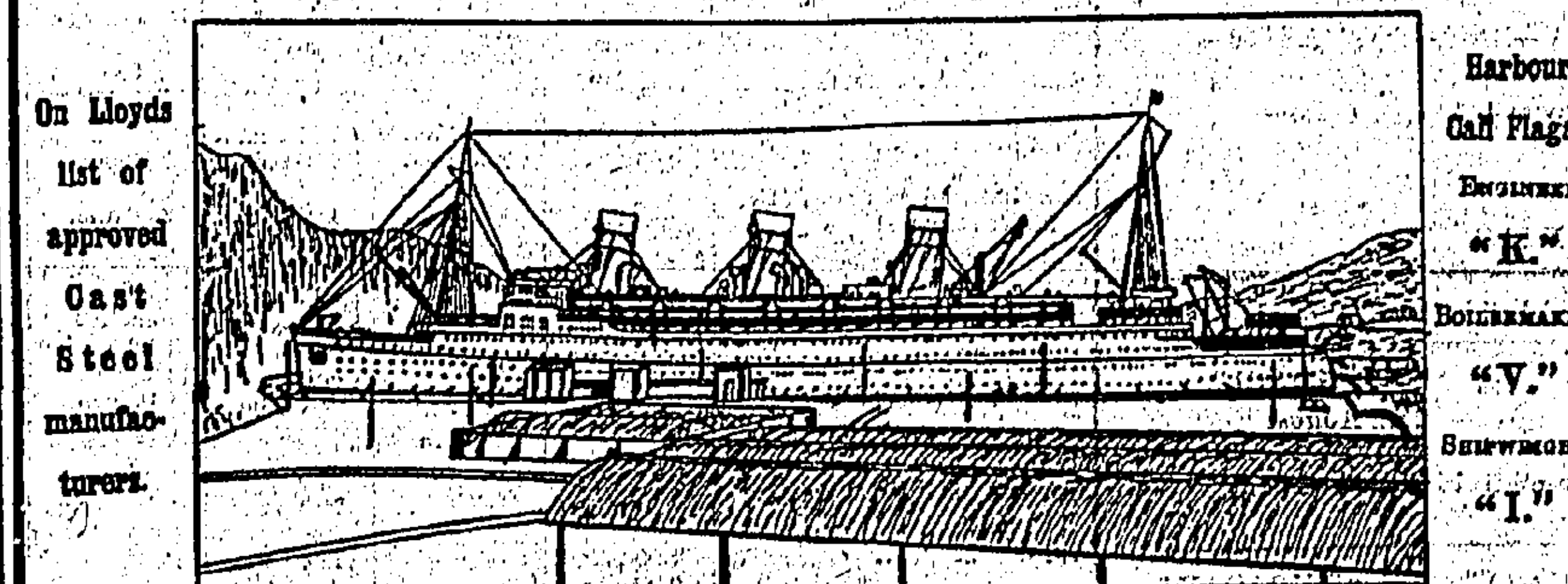
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